



S.O EXECUTIVE SUMMARY

2018041001

S.1 INTRODUCTION

The California Environmental Quality Act (CEQA), Public Resources Code §21000, et seq. requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment.

This Environmental Impact Report (EIR), having California State Clearinghouse (SCH) No. 2018041001, was prepared in accordance with CEQA Guidelines Article 9, §15120 to §15132 to evaluate the potential environmental impacts associated with planning, constructing, and operating the proposed The Park @ Live Oak Specific Plan (hereafter, the "Project" or "proposed Project"). This EIR does not recommend approval, approval with modification, or denial of the proposed Project; rather, this EIR is a source of impartial information regarding potential impacts that the Project may cause to the physical environment. The Draft EIR will be available for public review for a minimum period of 45 days. After consideration of public comment, the City of Irwindale will consider certifying the Final EIR and adopting required findings in conjunction with Project approval. In the case that there are any adverse environmental impacts that cannot be fully mitigated, the City of Irwindale must adopt a Statement of Overriding Considerations, stating why the City is taking action to approve the Project with or without modification despite its unavoidable impacts.

This Executive Summary complies with CEQA Guidelines §15123, "Summary." This EIR document includes a description of the proposed Project and evaluates the physical environmental effects that could result from Project implementation. The City of Irwindale determined that the scope of this EIR should cover 13 subject areas. The scope was determined through the completion of an Initial Study accepted by the City of Irwindale's independent judgment pursuant to CEQA Guidelines §15063, and in consideration of public comment received by the City in response to this EIR's Notice of Preparation (NOP). In addition, the City of Irwindale considered the substantive content of the CEQA Guidelines revisions approved by the State in December 2018 to ensure that this EIR complies with the revised CEQA Guidelines. The Initial Study, NOP, and written comments received by the City in response to the NOP, are attached to this EIR as *Technical Appendix A*. As determined by the Initial Study and in consideration of public comment on the NOP and the December 2018 CEQA Guidelines revisions, the 13 environmental subject areas that could be reasonably and significantly affected by planning, constructing, and/or operating the proposed Project are analyzed herein, including:

1. Aesthetics
2. Air Quality
3. Energy
4. Geology and Soils
5. Greenhouse Gas Emissions
6. Hazards and Hazardous Materials



7. Hydrology and Water Quality
8. Land Use and Planning
9. Noise
10. Public Services
11. Transportation
12. Tribal Cultural Resources
13. Utilities and Service Systems

Refer to EIR Section 4.0, *Environmental Analysis*, for a full account and analysis of the subject matters listed above. Subject areas for which the Initial Study concluded that impacts would be clearly less than significant and that do not warrant further analysis in this EIR are addressed in EIR Section 5.0, *Other CEQA Considerations*.

For each of the 13 subject areas analyzed in detail in Section 4.0, this EIR describes: 1) the physical conditions that existed at the approximate time this EIR's NOP was filed with the California State Clearinghouse (April 2018), inclusive of ongoing mine reclamation activities that are not subject of analysis in this EIR; 2) discloses the type and magnitude of potential environmental impacts resulting from Project planning, construction, and operation; and 3) if warranted, recommends feasible mitigation measures that have a proportional nexus to the Project's impacts and that would reduce or avoid significant adverse environmental impacts that the proposed Project may cause. A summary of the proposed Project's significant environmental impacts and the mitigation measures imposed by the City of Irwindale on the Project to lessen or avoid those impacts is included in this Executive Summary as Table S-1, *Mitigation Monitoring and Reporting Program*. The City of Irwindale applies mitigation measures which it determines 1) are feasible and practical for project applicants to implement, 2) are feasible and practical for the City of Irwindale to monitor and enforce, 3) are legal for the City to impose, 4) have an essential nexus to the project's impacts, and 4) would result in a benefit to the physical environment. CEQA does not require the Lead Agency to analyze an exhaustive list of every imaginable mitigation measure, or measures that are duplicative of mandatory regulatory requirements.

This EIR also discusses alternatives to the proposed Project. Alternatives are described that would attain most of the Project's objectives while avoiding or substantially lessening the proposed Project's significant adverse environmental effects. A full discussion of Project alternatives is found in EIR Section 6.0, *Alternatives*.

S.2 PROJECT OVERVIEW

S.2.1 LOCATION AND REGIONAL SETTING

The approximately 78.3-acre Project site is located in the City of Irwindale, California. The City of Irwindale is located approximately 14.5 miles northeast of downtown Los Angeles in eastern Los Angeles County, in an area known as the San Gabriel Valley. Los Angeles County is abutted by Orange County to the south, San Bernardino County to the east, Kern County to the north, and Ventura County to the northwest.



At the local scale, the Project site is located at the street addresses of 1200, 1220, and 1270 Arrow Highway; north of Live Oak Avenue; east of the intersection of Live Oak Avenue and Arrow Highway; south of Arrow Highway; and west of the Interstate 605 (I-605) Freeway. Interstate 210 (I-210) is located approximately 1.5 miles to the north of the Project site and Interstate 10 (I-10) is located approximately 2.9 miles to the south of the Project site. The Project site encompasses Assessor's Parcel Numbers (APNs) 8532-001-002, 8532-001-006, and 8532-001-900.

S.2.2 BACKGROUND

The Project site is a former sand and gravel quarry that operated from approximately 1960 to 2002. Over the course of the active quarry life, approximately 10 million cubic yards (c.y.) of material were extracted. As of April 2018, approximately 7.7 million c.y. of inert materials had been placed back into the former quarry pit as part of the property's reclamation process to accommodate an end use (HD Geosolutions, Inc., 2018, p. 5). Currently, the Project site is under an active reclamation process involving an IDEFO. An IDEFO is a fill operation where inert debris consisting of clean dirt, concrete, and brick is placed into the quarry to raise it to natural grade, upon which an end use can be developed. The IDEFO is permitted by City of Irwindale Grading Permit No. 05061504220003, issued on November 16, 2016, which allows for reclamation of the site through the placement of approximately 2.5 million cubic yards of fill material (City of Irwindale, 2016). Reclamation of the site as authorized by Grading Permit No. 05061504220003 is an existing, permitted activity and is not subject to evaluation in this EIR. Project-related construction activities cannot feasibly commence on any of the former sand/gravel quarry portions of site that are subject to reclamation until such a time that reclamation activities on those portions of the site to be developed have resulted in the completion of level pads that are suitable for development with only limited (i.e., "precise") grading required.

S.2.3 PROJECT OBJECTIVES

The fundamental purpose of the proposed Project is to develop an industrial/commercial business park on the Project site to make productive use of a reclaimed property that previously operated as a sand and gravel quarry. The Project would achieve this primary objective through the following basic objectives.

- A. Maximize the development potential of a former sand and gravel quarry as soon as feasibly possible so that the property will be economically productive when reclamation activities cease.
- B. Create a comprehensive master plan for the development of the former sand and gravel quarry as an industrial/commercial business park that will attract quality tenants.
- C. Develop an industrial/commercial business park that is feasible to construct and operate and that is economically competitive with other similar centers in the southern California region, which will assist the City of Irwindale in competing economically on a domestic and international scale through the efficient and cost-effective movement of goods.



- D. Provide economic and job growth opportunities in and near the City of Irwindale by diversifying the available range of industrial, business park, and retail uses through the development of a large property with employment-generating land uses with long-term economic viability that complements the diversity of uses already present and planned in the City.
- E. Provide for uses that will generate tax revenue for the City of Irwindale through increased property and sales taxes from point-of sale tenants and retail purchases in order to support the City's ongoing municipal operations.
- F. Provide an attractive, state-of-the-art industrial/commercial business center that meets current industry standards for operational design criteria and minimizes conflicts to the extent possible with surrounding existing and planned uses.
- G. Provide opportunities for warehouse/distribution building users to locate in the City of Irwindale by offering buildings with loading bays in close proximity to existing I-605 on- and off-ramps.
- H. Provide industrial/commercial business park that takes advantage of the proximity to I-605 and its connection to other freeways and transportation corridors to reduce traffic congestion on surface streets and to reduce concomitant vehicular-related air pollutant emissions associated with inefficient travel patterns.
- I. Fill an existing need for truck-based goods distribution facilities in the land-constrained metropolitan region of Los Angeles County.
- J. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.

S.2.4 PROJECT DESCRIPTION SUMMARY

The Project entails the development of a 78.3-acre property as an industrial/commercial business park. The principal discretionary actions required from the City of Irwindale to implement the proposed Project include the approvals of a General Plan Amendment (GPA) No. 01-2017, Specific Plan (The Park @ Live Oak Specific Plan), Zone Change (ZC) No. 01-2017, Tentative Parcel Map (TPM) No. 82551 and Development Agreement (DA) No. 01-2017. Additional discretionary and administrative actions that would be necessary to implement the proposed Project are listed in Table 3-4, *Matrix of Project Approvals/Permits*. All future development on the property would be required to substantially conform to the proposed Specific Plan.

Implementation of The Park @ Live Oak Specific Plan would result in development of seven (7) Planning Areas with a maximum of 1,550,000 square feet (s.f.) of building space. Of the 1,550,000 s.f., a minimum of 15,000 s.f. of commercial space is required and a maximum of 98,600 s.f. of commercial space is permitted in and across Planning Areas 1A, 2A, 3A, and 4. Planning Areas 1, 2, and 3 designate a total of 39.3 acres for "Industrial/Business Park" land uses and would house users such as general light industrial, manufacturing, warehouse/distribution, shipping/parcel delivery, and



e-commerce fulfillment center operations. Planning Areas 1A, 2A, 3A, and 4 designate 39.0 acres for “Commercial/Industrial” land uses and would provide for such enterprises as a gas station, convenience market, drive-thru or sit-down restaurants, retail stores, and similar use types. The portions of Planning Areas 1A, 2A, 3A, and 4 that are not developed with commercial land uses would be developed with industrial-type uses. (T&B Planning, Inc., 2019, p. 12)

The proposed GPA No. 01-2017 would amend the City of Irwindale’s General Plan Land Use Map by changing the land use designation for the 78.3-acre Project site from “Regional Commercial” to “Commercial/Industrial.” The “Commercial/Industrial” designation would allow for the Project site to be developed in accordance with the land uses and development standards set forth in The Park @ Live Oak Specific Plan.

The proposed Zone Change (ZC) No. 01-2017 would amend the City of Irwindale’s Zoning Map to change the existing zoning designations of the Project site from “Heavy Manufacturing” (M-2) and “Quarry Overlay Zone (Q)” to “The Park @ Live Oak Specific Plan.” The Park @ Live Oak Specific Plan zoning designation would allow for a variety of uses including general light industrial, manufacturing, warehouse/distribution, e-commerce fulfillment center operations, commercial uses, retail services, professional offices, and other uses permitted by The Park @ Live Oak Specific Plan. A complete list of the Project’s proposed permitted uses is provided within Table III-1, *Permitted Uses*, of The Park @ Live Oak Specific Plan.

Proposed Tentative Parcel Map (TPM) No. 82551 proposes to subdivide the approximately 78.3-acre Project site into specific lot configurations within each Planning Area to allow for the proposed development. The TPM would establish a subdivision of 13 numbered lots for development and five lettered lots for common areas such as landscaping, surface water quality basins, and roads.

Lastly, a Development Agreement (DA) No. 01-2017 would be executed between the Project Applicant and the City of Irwindale strictly in relation to the proposed Project. California Government Code §§ 65864-65869.5 authorize the use of development agreements between any city, county, or city and county, with any person having a legal or equitable interest in real property for the development of the property. The DA would provide the Project Applicant with assurance that development of the Project may proceed subject to the rules and regulations in effect at the time of Project approval.

S.3 EIR PROCESS

As a first step in complying with the procedural requirements of CEQA for an EIR, an Initial Study was prepared by the City of Irwindale to determine whether any aspect of the proposed Project, either individually or cumulatively, may cause a significant adverse effect on the physical environment (refer to EIR *Technical Appendix A* for a copy of the Initial Study). For this Project, the Initial Study indicated that this EIR should focus on the 13 environmental subject areas listed above in Subsection S.1. After completion of the Initial Study, the City filed a NOP with the California Office of Planning



and Research (State Clearinghouse) to indicate that an EIR would be prepared. The Initial Study and NOP were distributed for a 30-day public review period, which began on April 2, 2018.

The City of Irwindale received written comments on the scope of the EIR during those 30 days, which were considered by the City during the preparation of this EIR. In addition, and pursuant to CEQA Guidelines §15082(c)(1), an advertised public meeting (called a scoping session) was held on April 26, 2018 at the Irwindale Community Center, to solicit direct input regarding the scope of environmental issues to be evaluated in the EIR.

This EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for 45-day review period. During the 45-day public review period, public notices announcing availability of the Draft EIR will be mailed to interested parties, an advertisement will be published in a newspaper of general circulation in the Project area, and copies of the Draft EIR and its Technical Appendices will be available for review at the locations indicated in the public notices.

Written comments on the Draft EIR should be addressed as follows. No other forms of public comment on the Draft EIR will be accepted other than written comments mailed or e-mailed to:

Marilyn Simpson, AICP
Community Development Manager/City Planner
City of Irwindale City Hall
5050 Irwindale Avenue
Irwindale, CA 91706
E-mail: msimpson@IrwindaleCA.gov

After the close of the 45-day Draft EIR public comment period, the City will prepare and publish responses to written comments it received on the environmental effects of the proposed Project. The Final EIR will then be considered by the City of Irwindale Planning Commission, prior to deciding to make a recommendation to the Irwindale City Council to approve, approve with modification, or reject the proposed Project. The Irwindale City Council will consider certifying the Final EIR and adopting required findings in conjunction with Project approval. Approval of the proposed Project would be accompanied by the adoption of written findings and a statement of overriding considerations for any significant unavoidable environmental impacts identified in the Final EIR. In addition, the City must adopt a Mitigation, Monitoring, and Reporting Program (MMRP), which describes the process to ensure implementation of the mitigation measures identified in the Final EIR. The MMRP will ensure CEQA compliance during Project construction and operation.

S.4 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

CEQA Guidelines §15123(b)(2) requires that areas of controversy known to the Lead Agency (City of Irwindale) be identified in the Executive Summary. There are no other components of the Project that



are known to the Lead Agency to be controversial nor are there any outstanding issues that need to be resolved.

For a list of concerns raised during in public comments on this EIR's Notice of Preparation (NOP), refer to Table 1-1, *Summary of NOP Comments*.

S.5 ALTERNATIVES TO THE PROPOSED PROJECT

In compliance with CEQA Guidelines §15126.6, an EIR must describe a range of reasonable alternatives to the Project or to the location of the Project. Each alternative must be able to feasibly attain most of the Project's objectives and avoid or substantially lessen the Project's significant effects on the environment. A detailed description of each alternative evaluated in this EIR, as well as an analysis of the potential environmental impacts associated with each alternative, is provided in EIR Section 6.0, *Alternatives*. Also described in Section 6.0 is a list of alternatives that were considered but rejected from further analysis.

According to Southern California Association of Government's (SCAG) *Comprehensive Regional Goods Movement Plan and Implementation Strategy*, the SCAG region will run out of suitably zoned vacant land designated for warehouse facilities in about the year 2028. At that time, forecasts show that the demand for warehousing space will be over one billion square feet. The report goes on to state that unless other land not currently zoned for warehousing becomes available, SCAG forecasts that by year 2035, a projected shortfall of space of approximately 227 million square feet will occur (SCAG, 2013, p. 4-39). Thus, it is likely that selection of an alternative site would merely displace the warehousing component of the proposed Project to another location, resulting in the same or greater environmental effects, given the regional demand for logistics and warehousing space in the SCAG region.

The alternatives considered by this EIR include those listed below. Refer to Table 6-1, *Alternatives to the Proposed Project – Comparison of Environmental Impacts*, for a summary of impacts that would be avoided, reduced, or increased as a result of each alternative.

S.5.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Development Alternative considers no development on the Project site beyond that which occurs under existing conditions. As such, the entire 78.3-acre site would remain vacant and undeveloped at the completion of the IDEFO activities currently occurring at the Project site under the approved Grading Permit No. 05061504220003. Under this alternative, no improvements would be made to the Project site following completion of IDEFO activities and closure of Grading Permit No. 05061504220003. This alternative was selected by the Lead Agency to compare the environmental effects of the proposed Project with an alternative that would leave the property in its existing (post-IDEFO activities) condition. No buildings, permanent man-made structures/facilities or other discernable man-made features will be present on the Project site at the completion of IDEFO activities.



§.5.2 INDUSTRIAL BUSINESS PARK ALTERNATIVE

The Industrial Business Park Alternative contemplates development of the entirety of the Project site with Industrial/Business Park land uses (as described in EIR Section 3.0, *Project Description*). This alternative would effectively implement the proposed The Park @ Live Oak Specific Plan land use plan with the exception that commercial land uses would no longer be permitted within any of the Planning Areas (the proposed Project allows for up to 98,600 s.f. of commercial building square footage within Planning Areas 1A, 2A, 3A, and 4, combined). All other aspects of The Park @ Live Oak Specific Plan would remain unchanged under this alternative. Up to 1,451,400 s.f. of industrial/business park uses could be developed under this alternative. The Industrial Business Park Alternative reduces the Project's vehicular trip generation through eliminating the Project's most traffic-intensive land use (commercial) and developing those areas with a land use (Industrial/Business Park), which would effectively result in an approximately 63% reduction in total daily vehicle trips (actual vehicles) compared to the proposed Project. Because this alternative would generate substantially fewer vehicle trips, it would result in concomitant reductions to the Project's significant and unavoidable impacts to air quality, GHG emissions, and transportation/traffic impacts. Pursuant to CEQA Guidelines § 15126.6, the Industrial Business Park Alternative is identified as the Environmentally Superior Alternative.

§.5.3 HIGH-CUBE WAREHOUSE ALTERNATIVE

The High-Cube Warehouse Alternative contemplates restricting the range of permitted uses in Planning Areas 1, 2, and 3 (designated for Industrial/Business Park land uses by The Park @ Live Oak Specific Plan) to only high-cube warehouse land uses. Specifically, this alternative contemplates homogenous development of Planning Areas 1, 2, and 3 with buildings that would only accommodate building users that meet the definition of "short-term high cube transload warehouses" by the Institution of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017), Code 154, which includes transload and short-term high-cube warehouse facilities. According to the ITE Manual, 10th Edition, transload facilities have a primary function of consolidation and distribution of pallet loads (or larger) for manufacturers, wholesalers, or retailers. Transload facilities typically have little storage duration, high throughput, and are high-efficiency facilities. Short-term high-cube warehouses are high-efficiency distribution facilities often with custom/special features built into structure movement of large volumes of freight with only short-term storage of products. Therefore, this alternative contemplates development of Planning Areas 1, 2, and 3 with up to 1,451,400 s.f. of high-cube transload and short-term storage warehouse building square footage. All other aspects of The Park @ Live Oak Specific Plan would remain unchanged under this alternative.

The High-Cube Warehouse Alternative reduces the Project's vehicular trip generation through the application of ITE Code 154 to Planning Areas 1, 2, and 3 to calculate the total daily trips (actual vehicles) that would be generated by these Planning Areas. To calculate the Project's trip generation for Planning Areas 1 through 3, the Traffic Impact Analysis (EIR *Technical Appendix II*) for the proposed Project applied ITE Code 154 (High-Cube Transload and Short-Term Storage Warehouse [Without Cold Storage]) and ITE Code 155 (High-Cube Fulfillment Center Warehouse) to Planning Area 1; ITE Code 110 (General Light Industrial), ITE Code 150 (Warehousing), and ITE Code 154



(High-Cube Transload and Short-Term Storage Warehouse [Without Cold Storage]) to Planning Area 2; and ITE Code 140 (Manufacturing) and ITE Code 150 (Warehousing) to Planning Area 3. This alternative applies ITE Code 154 (High-Cube Transload and Short-Term Storage Warehouse [Without Cold Storage]) to Planning Areas 1 through 3 because it has the lowest daily vehicle trip generation rate (1.4 vehicles per thousand square feet per day) compared to all of the other above-listed ITE codes. As such, the High Cube Warehouse Alternative would result in an approximate 22.8% reduction in total daily vehicle trips compared to the proposed Project. Because this alternative would generate substantially fewer vehicle trips (approximately 22.8%), it would result in concomitant reductions to the Project's significant and unavoidable impacts to air quality, GHG emissions, and transportation/traffic impacts.

S.6 SUMMARY OF IMPACTS, MITIGATION MEASURES, AND CONCLUSIONS

S.6.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

The scope of this EIR includes 13 subject areas determined through the completion of an Initial Study prepared by the City of Irwindale pursuant to CEQA Guidelines §15063 and CEQA Statute §21002(e), as well as consideration of public comments received by the City on this EIR's NOP and during the April 26, 2018 public scoping session. The Initial Study, NOP, and public comments received in response to the NOP, are attached to this EIR as *Technical Appendix A*. Subject areas for which City concluded that impacts clearly would be less than significant and that do not warrant further analysis in this EIR include: Agriculture and Forestry Resources; Biological Resources; Cultural Resources; Mineral Resources; Population and Housing; and Recreation. This EIR addresses these six (6) topics in EIR Subsection 5.0, *Other CEQA Considerations*.

S.6.2 IMPACTS OF THE PROPOSED PROJECT

Table S-1, *Mitigation Monitoring and Reporting Program*, provides a summary of the proposed Project's environmental impacts, as required by CEQA Guidelines §15123(a). Also presented are the mitigation measures imposed on the Project by the City of Irwindale to further avoid adverse environmental impacts or to reduce their level of significance. After the application of all feasible mitigation measures, the Project would result in the following significant and unavoidable environmental effects:

- **Air Quality Threshold a: Significant and Unavoidable Direct and Cumulatively Considerable Impact.** Even with the incorporation of the required mitigation measures and regulatory requirements specified in EIR Subsection 4.2, the Project's operational emissions of nitrogen oxides (NO_x) and volatile organic compounds (VOCs) would exceed South Coast Air Quality Management District (SCAQMD) Daily Regional Thresholds for these pollutants, meaning the Project would conflict with Consistency Criterion No. 1 of the 2016 Air Quality Management Plan (AQMP). No other mitigation measures are available that are feasible for the Project Applicant to implement and for the City of Irwindale to enforce that have a proportional nexus to the Project's level of impact, as the source of a large majority of these emissions is tailpipe emissions from cars and trucks traveling to and from the Project site. The



City of Irwindale does not have the jurisdictional authority or enforcement capacity to regulate motor vehicle engines, fuel type use, or the types of vehicles that access the Project site. As such, it is concluded that the Project's inconsistency with the SCAQMD 2016 AQMP would result in a significant and unavoidable impact on both a direct and cumulatively considerable basis.

- **Air Quality Threshold b: Significant and Unavoidable Direct and Cumulatively Considerable Impact.** Even with the incorporation of the required mitigation measures and regulatory requirements specified in EIR Subsection 4.2, Project-related emissions of NO_x and VOCs would still be above the SCAQMD Daily Regional Thresholds for these pollutants. No other mitigation measures are available that are feasible for the Project Applicant to implement and for the City of Irwindale to enforce that have a proportional nexus to the Project's level of impact, as the source of a large majority of these emissions is tailpipe emissions from cars and trucks traveling to and from the Project site. The City of Irwindale does not have the jurisdictional authority or enforcement capacity to regulate motor vehicle engines, fuel type use, or the types of vehicles that access the Project site. As such, it is concluded that the Project's long-term emissions of VOCs and NO_x would result in a significant and unavoidable impact on both a direct and cumulatively considerable basis.
- **Greenhouse Gas Emissions Thresholds a and b: Significant and Unavoidable Cumulatively Considerable Impact.** Greenhouse gases would be emitted by the Project-related construction and operational activities, primarily from mobile sources (vehicles traveling to and from the Project site). Given the methodologies applied in the GHG analysis and the conservatively estimated number of traffic trips and vehicle miles traveled that are assumed in the analysis, the Project's annual GHG emissions is calculated at 46,531.47 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year, which exceeds the 3,000 MTCO_{2e} per year threshold, which is the quantitative threshold of significance used by this EIR. Also, although the Project would not conflict with applicable regulations, policies, plans, and policy goals adopted for the purpose of reducing GHG emissions, there is a lack of substantial evidence to definitively conclude that the Project's incremental GHG emissions would not incrementally contribute to the State's potential inability to meet its climate change goals. Mitigation measures are imposed, but additional feasible mitigation measures with a proportional nexus to the Project's level of impact are not available to further reduce Project-related GHG emissions. The City of Irwindale does not have the jurisdictional authority or enforcement capacity to regulate motor vehicle engines, fuel type use, or the types of vehicles that access the Project site.
- **Transportation Threshold a: Significant and Unavoidable Direct and Cumulatively Considerable Impact.** With the incorporation of all feasible mitigation measures, the addition of Project-related traffic to the existing and planned circulation network would directly impact two (2) intersections (Intersection #11 – Private Drive B at Arrow Highway [proposed by the Project] and Intersection #30 – Maine Avenue & Arrow Highway) and make cumulatively considerable contributions to 10 intersections that are not feasible to fully mitigate. The Project



Applicant would make roadway improvements to address direct impacts and pay fair share fees to address cumulatively considerable impacts; however, because improvements to the affected facilities cannot be assured and may not be in place before the Project becomes operational, this EIR recognizes the impacts as significant and unavoidable, until the needed improvements are implemented.

The Project also would result in a significant direct and cumulatively considerable traffic impacts to I-605 Freeway facilities. All state highway system facilities in the Project study area are under the jurisdiction of Caltrans. As such, the City of Irwindale cannot assure the construction of improvements to state highway facilities that may be needed to improve traffic flow. Furthermore, Caltrans does not have any formal funding mechanism in place at this time to which development projects can make a fair-share payment to contribute to future improvements and off-set cumulatively considerable traffic impacts. The Project Applicant would be required to pay such fair-share payment to Caltrans, if a fee program is established by Caltrans prior to the issuance of Project building permits; however, there is no assurance that such a fee program will be established. Also, there is no assurance that planned improvements will be in place prior to the time that the Project begins to contribute traffic to the facilities.



Table S-1 Mitigation Monitoring and Reporting Program

THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.1 Aesthetics					
Summary of Impacts					
<p><u>Threshold a:</u> The Project site does not compromise all or part of a scenic vista. The Project site is currently undergoing quarry reclamation activities and does not contain any potential scenic vistas. The nearest potential scenic vistas include public views of the San Gabriel Mountains to the north and Puente Hills to the south. However, views of the higher elevations of the San Gabriel Mountains and Puente Hills would remain available and the existing mountain views along a majority of the surrounding roadway segments would remain similar to existing conditions. Impacts to scenic vistas would be less than significant and no other recognized scenic vistas are present that the Project could affect.</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<p><u>Threshold b:</u> The Project site does not contain any scenic resources and is not located within or visible from any state scenic highways. Therefore, the Project would have no potential to substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway. No impact would occur.</p>	No Mitigation is Required.	N/A	N/A	N/A	No Impact
<p><u>Threshold c:</u> The proposed Project would change the existing visual character of the Project site from an active quarry reclamation site to a developed master-</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>planned industrial and commercial business park. Construction activities would result in a temporary change to the visual character of the Project site through the introduction of construction equipment, staging areas, and construction machinery, which would not represent a substantial change from the existing visual character of the Project site; impacts would be less than significant. Under long-term conditions, buildout of the proposed Project would change the existing visual character of the site from an active quarry reclamation operation to an industrial and commercial business park developed in accordance with the standards and design guidelines of The Park @ Live Oak Specific Plan. Adherence to the design guidelines of The Park @ Live Oak Specific Plan would not conflict with any applicable zoning or other regulations governing scenic quality and would ensure that the Project would result in less-than-significant long-term impacts associated with degradation of public views.</p>					
<p><u>Threshold d:</u> The Project would not create substantial light or glare. Compliance with the outdoor lighting requirements from The Park @ Live Oak Specific Plan would ensure less-than-significant impacts associated with light and glare affecting day or nighttime views in the area.</p>	<p>No Mitigation is Required.</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>Less Than Significant</p>



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>stockpiles, and areas undergoing active ground disturbance within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas by water truck, sprinkler system, or other comparable means, shall occur in the mid-morning, afternoon, and after work is done for the day. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite.</p> <p>b) Temporary signs shall be installed on the construction site along all unpaved roads indicating a maximum speed limit of 15 miles per hour (MPH). The signs shall be installed before construction activities commence and remain in place for the duration of construction activities that include vehicle activities on unpaved roads.</p> <p>c) Gravel pads must be installed at all access points to prevent tracking of mud onto public roads.</p> <p>d) Install and maintain trackout control devices in effective condition at all access points where paved and unpaved access or travel routes intersect (e.g., Install wheel shakers, wheel washers, and limit site access.)</p> <p>e) When materials are transported off-site, all material shall be covered or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.</p> <p>f) All street frontages adjacent to the construction site shall be swept at least once a day using SCAQMD Rule 1186 certified street sweepers utilizing reclaimed water trucks if visible soil materials are carried to adjacent streets.</p> <p>g) Post a publicly visible sign with the telephone number and person to contact regarding dust</p>				



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>complaints. This person shall respond and initiate corrective action within 24 hours.</p> <p>h) Any vegetative cover to be utilized onsite shall be planted as soon as possible to reduce the disturbed area subject to wind erosion. Irrigation systems required for these plants shall be installed as soon as possible to maintain good ground cover and to minimize wind erosion of the soil</p> <p>i) Any on-site stock piles of debris, dirt, or other dusty material shall be covered or watered as necessary to minimize fugitive dust pursuant to SCAQMD Rule 403.</p> <p>j) A high wind response plan shall be formulated and implemented for enhanced dust control if winds are forecast to exceed 25 mph in any upcoming 24-hour period.</p> <p>MM 4.2-3 Project construction activities shall comply with the provisions of South Coast Air Quality Management District Rule 1186 "PM10 Emissions from Paved and Unpaved Roads and Livestock Operations" and Rule 1186.1, "Less-Polluting Street Sweepers" by complying with the following requirements. To ensure and enforce compliance with these requirements, prior to grading and building permit issuance, the City of Irwindale shall verify that the following notes are included on the grading and building plans. Project construction contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by City of Irwindale staff or its designee to confirm compliance. The notes also shall be specified in bid documents issued to prospective construction contractors.</p> <p>a) If visible dirt or accumulated dust is carried onto paved roads during construction, the contractor shall</p>	<p>Project Applicant; Grading Contractor</p>	<p>City of Irwindale Building and Safety Department</p>	<p>Prior to issuance of a Project-related grading or building permit</p>	



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>remove such dirt and dust at the end of each work day by street cleaning.</p> <p>b) Street sweepers shall be certified by the South Coast Air Quality Management District as meeting the Rule 1186 sweeper certification procedures and requirements for PM₁₀-efficient sweepers. All street sweepers having a gross vehicle weight of 14,000 pounds or more shall be powered with alternative (non-diesel) fuel or otherwise comply with South Coast Air Quality Management District Rule 1186.1.</p> <p>MM 4.2-4 Project construction activities shall comply with California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants, from In-Use Heavy-Duty Diesel-Fueled Vehicles" and California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling" by complying with the following requirement. To ensure and enforce compliance with the five (5) minute idling restriction and thereby limit the release of diesel particulate matter, oxides of nitrogen, and other criteria pollutants into the atmosphere from the burning of fuel, prior to grading permit and building permit issuance, the City of Irwindale shall verify that the following note is included on the grading and building plans. Project construction contractors shall be required to ensure compliance with the note and permit periodic inspection of the construction site by City of Irwindale staff or its designee to confirm compliance. This note also shall be specified in bid documents issued to prospective construction contractors.</p>	<p>Project Applicant; Construction Contractor</p>	<p>City of Irwindale Building and Safety Department</p>	<p>Prior to issuance of a Project-related grading or building permit</p>	



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>a) Temporary signs shall be placed on the construction site at all construction vehicle entry points and at all loading, unloading, and equipment staging areas indicating that heavy duty trucks and diesel-powered construction equipment are prohibited from idling for more than three (3) minutes. The signs shall be installed before construction activities commence and remain in place during the duration of construction activities at all loading, unloading, and equipment staging areas.</p> <p>MM 4.2-5 The Project shall comply with the provisions of SCAQMD Rule 431.2, "Sulfur Content of Liquid Fuels" by complying with the following requirement. To ensure and enforce compliance with this requirement and thereby limit the release of SO_x into the atmosphere from the burning of fuel, prior to grading and building permit issuance, the City of Irwindale shall verify that the following note is included on the grading and building plans. Project contractors shall be required to ensure compliance with this note and permit periodic inspection of the construction site by City of Irwindale staff or its designee to confirm compliance. This note also shall be specified in bid documents issued to prospective construction contractors.</p> <p>a) All liquid fuels shall have a sulfur content of not more than 0.05 percent by weight, except as provided for by South Coast Air Quality Management District Rule 431.2.</p> <p>MM 4.2-6 As a condition of building permit issuance, the City of Irwindale shall require installation of passenger car EV charging stations and</p>	<p>Project Applicant; Construction Contractor</p> <p>Project Applicant</p>	<p>City of Irwindale Building and Safety Department</p> <p>City of Irwindale Building and Safety Department</p>	<p>Prior to issuance of a Project-related grading or building permit</p> <p>Prior to issuance of Project- related building permit</p>	



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>designated carpool parking stalls per the provisions of the California Green Building Standards Code.</p> <p>MM 4.2-7 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable California Air Resources Board (CARB) anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than three (3) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of a certificate of occupancy, the City of Irwindale shall conduct a site inspection to ensure that the signs are in place.</p> <p>MM 4.2-8 As a condition of certificates of occupancy, owner users and tenants of buildings with loading docks shall be required to ensure that all heavy-heavy duty (HHD) vehicles accessing the building comply with 13 California Code of Regulations Section 2025, as may be amended (the "Regulations"), and that all HHD vehicles accessing the Project site comply with the required registration and reporting provisions of the Regulations. Developer and all successors also shall include these obligations in all leases of buildings with loading docks. The building owner and occupant shall allow periodic inspection of the site by the City of Irwindale or its designee to confirm compliance.</p> <p>MM 4.2-9 As a condition of certificates of occupancy, all on-site outdoor cargo handling equipment (including yard trucks, hostlers, yard goats,</p>	<p>Project Applicant and all successors</p> <p>Project Applicant and all successors</p> <p>Project Applicant and all successors</p>	<p>City of Irwindale Building and Safety Department</p> <p>City of Irwindale Building and Safety Department</p> <p>City of Irwindale Building and Safety Department</p>	<p>Prior to the issuance of a certificate of occupancy</p> <p>Prior to issuance of certificates of occupancy</p> <p>Prior to issuance of certificates of occupancy</p>	



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>pallet jacks, forklifts, and other on-site equipment) shall be required to be powered by electricity, compressed natural gas, propane, or diesel-fueled engines that comply with the CARB/USEPA Tier IV Engine standards for off-road vehicles or better (defined as emitting less than or equal to 0.015 grams per brake horsepower-hour [g/bhp-hr] for PM₁₀) and all indoor cargo handling equipment shall be required to be powered by electricity, compressed natural gas, or propane. Use of indoor diesel-fueled equipment shall be prohibited. Developer and all successors also shall include these obligations in all building leases. The building owner and occupant shall allow periodic inspection of the site by the City of Irwindale or its designee to confirm compliance.</p> <p>MM 4.2-10 Prior to the issuance of a building permit for any building having over 200,000 square feet of floor space, the City of Irwindale shall verify that the building's roof is designed to accommodate a photovoltaic (PV) solar array taking into consideration limitations imposed by other rooftop equipment, roof warranties, building and fire code requirements, and other physical or legal limitations. The building shall be constructed with an adequately sized electrical panel(s) to accommodate PV arrays in the future. The electrical system and infrastructure shall be clearly labeled with noticeable and permanent signage which informs future occupants/owners of the existence of this infrastructure.</p> <p>MM 4.2-11 Prior to the issuance of a building permit for any building with loading docks having over 200,000 square feet of floor space, the City of Irwindale shall verify that the building will be constructed with an adequately sized electrical panel(s) and conduit to accommodate future EV</p>	<p>Project Applicant; Construction Contractor</p> <p>Project Applicant; Construction Contractor</p>	<p>City of Irwindale Building and Safety Department</p> <p>City of Irwindale Building and Safety Department</p>	<p>Prior to the issuance of a building permit for any building having over 200,000 square feet of floor space</p> <p>Prior to the issuance of a building permit for any building with loading docks having over 200,000 square feet of floor space</p>	



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>charging stations at 2% of the tractor trailer parking spaces, in an appropriate location on the building site where truck charging would likely occur in the future when EV trucks become commercially available.</p> <p>MM 4.2-12 Prior to the issuance of a building permit or certificate of occupancy for any warehouse building that will contain chilled, cooled, or freezer warehouse space, the City of Irwindale shall confirm that the loading docks designated to handle temperature-controlled trucks are equipped with electrical plug-ins to allow cooling of the trailer when the diesel truck engine is turned off.</p>	Project Applicant; Construction Contractor	City of Irwindale Building and Safety Department	Prior to the issuance of a building permit for any warehouse building with chilled, cooled or freezer warehouse space	
<p><u>Threshold b:</u> Even with the incorporation of the required mitigation measures and regulatory requirements specified in EIR Subsection 4.2, Project-related emissions of NO_x and VOCs would still be above the SCAQMD Daily Regional Thresholds for these pollutants. No other mitigation measures are available that are feasible for the Project Applicant to implement and for the City of Irwindale to enforce that have a proportional nexus to the Project's level of impact, as the source of a large majority of these emissions is tailpipe emissions from cars and trucks traveling to and from the Project site. The City of Irwindale does not have the jurisdictional authority or enforcement capacity to regulate motor vehicle engines, fuel type use, or the types of vehicles that access the Project site. As such, it is concluded that the Project's long-term emissions of VOCs and NO_x would result in a significant and unavoidable impact on both a direct and cumulatively considerable basis.</p>	Mitigation Measures MM 4.2-1 through MM 4.2-12 shall apply.	See above	See above	See above	Significant and Unavoidable Direct and Cumulatively Considerable Impact



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p><u>Threshold c:</u> Project emissions during construction and operation would not exceed the SCAQMD's LSTs for CO, NO_x, PM₁₀, or PM_{2.5}. The carcinogenic risk attributable to TAC emissions from the proposed Project would not exceed the SCAQMD threshold for direct and cumulatively considerable emissions. Non-cancer risks would also be below the SCAQMD's threshold for direct and cumulatively considerable emissions and would be less than significant. Emissions also would not exceed LSTs and would not cause or contribute to a CO "Hot Spot."</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<p><u>Threshold d:</u> Although short-term construction activities and long-term operational land uses could produce objectionable odors, compliance with standard construction requirements and regulations established by the City of Irwindale and SCAQMD would reduce odor impacts to less-than-significant levels. Near- and long-term odor impacts would be less than significant.</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
4.3 Energy					
Summary of Impacts					
<p><u>Threshold a:</u> The amount of energy and fuel consumed by construction and operation of the Project would not be inefficient, wasteful, or unnecessary. Furthermore, the Project would not cause or result in the need for additional energy facilities or energy delivery systems. Accordingly, the Project's</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
impacts associated with energy consumption would be less than significant.					
Threshold b: The Project would not cause or result in the need for additional energy production or transmission facilities. The Project would not engage in the wasteful or inefficient uses of energy and the Project would not obstruct the achievement of energy conservation goals within the State of California. Thus, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
4.4 Geology & Soils					
Summary of Impacts					
Threshold a: The Project would have no impact or less-than-significant impacts due to the direct or indirect exposure of people or structures to earthquake faults, strong seismic ground shaking, liquefaction, and landslides. Implementation of the proposed Project would result in a potentially significant impact as a result of seismically-induced settlement on the Project site margins (within the native materials located above the areas of the former quarry slopes and on the westerly portion of the site). Implementation of Mitigation Measures MM 4.4-1 through MM 4.4-4 would ensure that impacts associated with seismically-induced settlement would be reduced to a level below significance.	MM 4.4-1 Prior to the issuance of the first grading or building permit within each of the construction phase areas, the City of Irwindale shall confirm that the activities authorized by approved Grading Permit No. 05061504220003 are complete in the each of the respective construction phase areas, and that the final geologic and soil conditions of the site, as called for by the approved Grading Permit No. 05061504220003, are documented in a final report prepared by a licensed geologist or civil engineer. MM 4.4-2 Project construction activities shall be required to comply with the recommendations contained in Section 8 of the Geotechnical Report prepared by HD Geosolutions Inc., dated April 17, 2018, and included as Technical Appendix D to The Park @ Live Oak Draft EIR. The recommendations contain specifications for grading, building foundations, building floor slabs, basement and retaining walls, and paving.	Project Applicant; Grading Contractor	City of Irwindale Building and Safety Department	Prior to the issuance of grading or building permit	Less Than Significant
		Project Applicant; Construction Contractor	City of Irwindale Building and Safety Department	Prior to the issuance of Project-related building permit	



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>grading permit or building permit, a licensed geotechnical engineer shall examine the soil and geologic conditions, review detailed construction plans, and provide recommendations in a written report to address potential seismically-induced settlement hazards that may be associated with the building. Recommendations may include deepened foundations, removal of the uncompacted soil and replacement with fill material similar in nature to that which was placed and compacted as part of the IDEFO, the use of structural slabs, or comparable method to provide adequate foundation support and building performance. The report shall be approved by the City of Irwindale and the recommendations contained in the report shall be implemented and required as building permit conditions of approval. No building permit shall be issued for building foundation construction in an area of the property that was not compacted as part of the IDEFO until the licensed geotechnical engineer has either deemed the existing soil and geologic conditions suitable for the proposed development, or, if deemed unsuitable under existing conditions, until the recommendations for addressing potential seismically-induced settlement are identified and indicated on construction plans and documents. As part of the City's final grading and/or building verification, the City shall ensure that all recommendations of the Project's geotechnical engineer have been constructed in conformance with the approved building and construction plans.</p>				
<p>Threshold b: With mandatory compliance to the Project-specific SWPPP, LID, Industrial General Permit, the City's MS4 NPDES Municipal Stormwater Permit, and SCAQMD Rule 403, impacts associated</p>	<p>No Mitigation is Required.</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>Less Than Significant</p>



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
with substantial soil erosion or the loss of topsoil would be less than significant.					
<u>Threshold c:</u> Impacts associated with on- or off-site landslide, subsidence, and collapse would be less than significant. However, the margins (within the native materials located above the areas of the former quarry slopes and the westerly portion of the Project site) of the Project site possess a potential for seismically-induced settlement, which is a potentially significant impact.	Mitigation Measures MM 4.4-1 through MM 4.4-4 shall apply.	See above	See above	See above	Less Than Significant
<u>Threshold d:</u> The Project would not be located on expansive soils, and impacts associated with expansive soils would be less than significant.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold e:</u> The Project would not install septic tanks or alternative wastewater disposal systems. Accordingly, no impact would occur associated with soil compatibility for wastewater disposal systems.	No Mitigation is Required.	N/A	N/A	N/A	No Impact
<u>Threshold f:</u> The Project site has been disturbed by a former surface mine and does not contain any unique geologic features or any known paleontological resources. No impacts would occur to such resources as a result of Project implementation.	No Mitigation is Required.	N/A	N/A	N/A	No Impact



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.5 Greenhouse Gas Emissions					
Summary of Impacts					
<p><u>Threshold a:</u> The Project's total annual GHG emissions are calculated to be approximately 46,531.47 MTCO₂e per year, which exceeds SCAQMD's annual mixed-use GHG emissions threshold of 3,000 MTCO₂e. Because the Project's annual GHG emissions would exceed the 3,000 MTCO₂e per year threshold, the Project would result in cumulatively considerable impacts with respect to this threshold. Neither the Project Applicant nor the City of Irwindale can affect or mandate substantive reductions in mobile-source GHG emissions above and beyond the mitigation measures presented in EIR Section 4.2, <i>Air Quality</i>. As such, no other feasible mitigation measures are available to reduce the Project's GHG emissions to below a level of significance, and the cumulatively considerable impacts associated with the Project's GHG emissions would remain significant and unavoidable.</p>	<p>MM 4.5-1 All truck courts of industrial, warehouse, and manufacturing facilities that will receive direct sunlight shall be composed of light-colored concrete instead of asphalt. Concrete has a higher heat reflectance value than asphalt. Prior to the issuance of building permits, the City of Irwindale shall review building plans to ensure that light-colored concrete is specified as the surface material in these truck court areas.</p> <p>MM 4.5-2 All air-conditioned building spaces shall have a primary roofing material that is light colored and has a solar reflective index (SRI) value of at least 39 on a scale of 0 (most absorptive) to 100 (most reflective). Prior to the issuance of building permits, the City of Irwindale shall review building plans to ensure these roof material specifications.</p>	<p>Project Applicant; Construction Contractor</p> <p>Project Applicant; Construction Contractor</p>	<p>City of Irwindale Building and Safety Department</p> <p>City of Irwindale Building and Safety Department</p>	<p>Prior to the issuance of building permits</p> <p>Prior to the issuance of building permits</p>	<p>Significant and Unavoidable Cumulatively Considerable Impact</p>
<p><u>Threshold b:</u> The Project would not conflict with applicable regulations, policies, plans, and policy goals adopted for the purpose of reducing GHG emissions. Regardless, there is a lack of substantial evidence to definitively conclude that the Project's incremental GHG emissions would not incrementally contribute to the State's potential inability to meet its climate change goals. Thus, this is regarded as a significant cumulatively considerable impact.</p>	<p>Mitigation Measures MM 4.2-1 to MM 4.2-12, MM 4.5-1, and MM 4.5-2 shall apply.</p>	<p>See above</p>	<p>See above</p>	<p>See above</p>	<p>Significant and Unavoidable Cumulatively Considerable Impact</p>



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.6 Hazards and Hazardous Materials					
Summary of Impacts					
<p><u>Thresholds a and b:</u> The Project-specific Phase I ESA (EIR <i>Technical Appendix F</i>) did not identify any existing RECs or other environmental concerns at the site that would create a hazard to the public during construction or operation of the Project. The Project would involve the construction of uses in conformance with the proposed The Park @ Live Oak Specific Plan. Future operators at the Project site would be required to comply with all applicable federal, State, and local regulations to ensure proper use, storage, and disposal of hazardous substances. Such uses also would be subject to additional review and permitting requirements by the Los Angeles County Fire Department, Health Hazardous Materials Division. Accordingly, the Project would result in less-than-significant impacts with respect to hazardous materials.</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<p><u>Threshold c:</u> The Project site is not located within one-quarter mile of any existing or proposed schools, and therefore has no potential to have a cumulatively considerable effect associated with the emission or handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school. The construction and operation of the proposed Project does not have any components that would contribute to or result in an increase in the likelihood that hazardous materials would be handled or emitted within the</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
vicinity of a school. Impacts would be less than significant absent mitigation.					
<u>Threshold d:</u> The Project site is not listed on any of the hazardous waste and substances site lists compiled and maintained by the State of California pursuant to Government Code Section 65962.5. Accordingly, no impact would occur.	No Mitigation is Required.	N/A	N/A	N/A	No Impact
<u>Threshold e:</u> The nearest airport is the El Monte Municipal Airport, located approximately 2.8 miles southwest of the Project site. The Project site is not located within the RPZs or AIA for the El Monte Municipal Airport. Therefore, the proposed Project would not result in hazards that could occur from development located within an airport land use plan or within 2.0 miles of a public airport or public use airport. The proposed Project has no potential to create an airport safety hazard, and no impact would occur.	No Mitigation is Required.	N/A	N/A	N/A	No Impact
<u>Threshold f:</u> The Project would be designed, constructed, and maintained in accordance with applicable standards associated with vehicular access, ensuring that adequate emergency access and evacuation would be provided during operation of the Project. Accordingly, no impacts would occur with respect to operation of the Project. With mandatory implementation of the Traffic Control Plan, construction of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency	Mitigation Measure MM 4.11-8 shall apply.	See below	See below	See below	Less Than Significant



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
evacuation plan, and a less-than-significant impact would occur.					
<p>Threshold g: The Project site and surrounding areas are not subject to wildland fire hazards because the property is located in an urban environment that has a low risk of wildfire. Additionally, the Project proposes buildings that would be equipped with fire suppression systems approved by the County of Los Angeles Fire Department and development on the Project site would comply with the California Fire Code and California Building Standards Code, which include standards for building construction, fire flows and pressures, hydrant placement and other requirements that would reduce the creation of fire hazards. Accordingly, no impact related to wildland fire hazards would occur.</p>	No Mitigation is Required.	N/A	N/A	N/A	No Impact
4.7 Hydrology and Water Quality					
Summary of Impacts					
<p>Threshold a: With implementation of the required SWPPP during construction activities and implementation of BMPs from the Project-specific LID during operations, the Project would result in less-than-significant water quality impacts and would not violate any water quality standards.</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<p>Threshold b: As demonstrated in the response to Threshold b, the Project's proposed water supply well would not pump groundwater in excess of available water supplies to the extent that there would be a</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>net deficit in aquifer volume or a lowering of the local groundwater table level. Additionally, the Project would introduce impervious surfaces to the site, but would not interfere substantially with groundwater recharge due to the inclusion of pervious landscaping and water quality basins that would facilitate infiltration of storm water. Accordingly, impacts to groundwater supplies and groundwater recharge would be less than significant.</p>					
<p>Threshold c: The proposed Project would not substantially alter the site's existing drainage pattern. The Project's proposed water quality detention basins also would ensure that runoff from the site does not exceed the capacity of existing downstream facilities, including the Sawpit Wash Channel. As such, the Project would not affect the course of any stream or river and would not result in substantial erosion or siltation on- or off-site.</p> <p>The Project's drainage system is designed to ensure that all runoff is conveyed by facilities with adequate capacity, or to ensure that runoff in excess of downstream capacity is detained on-site. Accordingly, the Project would not contribute runoff that would exceed the capacity of existing or planned storm water drainage systems and would not result in flooding on- or off-site, and a less-than-significant impact would occur.</p> <p>Implementation of the Project's proposed BMPs (include on-site water quality detention basins) also would ensure the</p>	<p>No Mitigation is Required.</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>Less Than Significant</p>



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>Project does not contribute substantial additional sources of polluted runoff to existing or planned drainage systems. Accordingly, a less-than-significant impact would occur.</p> <p>The Project site is not located within a 100-year flood hazard area. Therefore, the Project has no potential to place structures within a flood hazard area. Furthermore, the Project site is not located within the inundation area for the Santa Fe Dam. Moreover, the proposed on-site storm drain infrastructure and water quality facilities are designed and properly sized to intercept flood flows and route them off-site toward existing flood control facilities that have adequate available capacity to accommodate the Project's storm water runoff. Accordingly, the Project would not impede or redirect flood flows, and no impact would occur.</p>					
<p><u>Threshold d:</u> The Project site has little to no potential to be exposed to hazards associated with flood hazards, seiches, or tsunamis, due to its location outside of mapped flood zones, proximity to water bodies, and the existing and proposed topography of the Project site.</p>	No Mitigation is Required.	N/A	N/A	N/A	No Impact
<p><u>Threshold e:</u> The Project has no potential to conflict with any water quality control plans or sustainable groundwater management plans. No impact would occur.</p>	No Mitigation is Required.	N/A	N/A	N/A	No Impact



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.8 Land Use & Planning					
<u>Threshold a:</u> The Project would not result in the physical division of an established community. Accordingly, no impact would occur.	No Mitigation is Required.	N/A	N/A	N/A	No Impact
<u>Threshold b:</u> The Project would be consistent with the applicable policies of the City of Irwindale General Plan intended to address adverse environmental effects. Although the Project would not implement the current zoning designations applicable to the Project site (Q and M-2), the Project's proposed Change of Zone would apply "The Park @ Live Oak Specific Plan Zone" to the entire site to allow for the Project site to be developed in accordance with Chapter 3, <i>Development Standards</i> , of The Park @ Live Oak Specific Plan. The proposed zoning standards would not create any new or more severe environmental effects than would the property's existing Q and M-2 zoning standards. The Project also would be consistent with the applicable policies of the SCAG 2016-2040 RTP/SCS. The proposed Project has no potential to conflict with any applicable habitat conservation plan or natural community conservation plan, because no such applicable plans exist. Therefore, a less-than-significant impact would occur.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
4.9 Noise					
<u>Threshold a:</u> Noise generated by Project construction activities would result in a less-	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>than-significant increase in ambient noise levels. During long-term operation of the Project, the Project would not expose persons to or generate noise levels in excess of local standards and would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Additionally, under long-term operation, Project-related traffic would not expose persons to or generate noise levels in excess of local standards and would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Accordingly, the Project's long-term noise impacts would be less than significant.</p>					
<p><u>Threshold b:</u> The Project would not generate excessive groundborne vibration or ground-borne noise levels. Impacts would be less than significant.</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<p><u>Threshold c:</u> The Project would not expose people residing or working in the area to excessive noise levels associated with public airports or private airstrips. Therefore, the Project would have no impact.</p>	No Mitigation is Required.	N/A	N/A	N/A	No Impact
4.10 Public Services					
<p><u>Threshold a:</u> The Project site is served by LACFD Fire Station No. 169. According to the LACFD, Fire Station No. 169 has adequate physical capacity to service the proposed Project, and no new or expanded fire protection facilities are needed. Thus,</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
the Project would have less-than-significant impacts to fire protection service facilities.					
<u>Threshold b:</u> The Project site is served by the IPD from its police station, which has adequate physical capacity to service the proposed Project. Impacts to police service facilities would be less than significant.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold c:</u> The Project would not generate a student population requiring public education services. With mandatory payment of fees in accordance with California Senate Bill 50 (Greene) and California Government Code §§ 65995.5–65998, indirect effects to public schools would be less than significant.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold d:</u> The Project would not generate a resident population requiring public parks and recreation facilities. Therefore, the Project would not result in a substantial or measurable increase in demand for park facilities and therefore would not advance the physical deterioration of any park or recreation facility from overuse. Impacts would be less than significant.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold e:</u> The Project would not generate a resident population requiring public library services or other public services. Impacts to libraries and other public services would be less than significant.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
4.11 Transportation					
<p>Threshold a: With the incorporation of all feasible mitigation measures, the addition of Project-related traffic to the existing and planned circulation network would directly impact two (2) intersections (Intersection #11 – Private Drive B at Arrow Highway [proposed by the Project] and Intersection #30 – Maine Avenue & Arrow Highway) and make cumulatively considerable contributions to 10 intersections that are not feasible to fully mitigate. The Project Applicant would make roadway improvements to address direct impacts and pay fair share fees to address cumulatively considerable impacts; however, because improvements to the affected facilities cannot be assured and may not be in place before the Project becomes operational, this EIR recognizes the impacts as significant and unavoidable, until the needed improvements are implemented.</p> <p>The Project would result in a significant direct and cumulatively considerable traffic impacts to I-605 Freeway facilities. All state highway system facilities in the Project study area are under the jurisdiction of Caltrans. As such, the City of Irwindale cannot assure the construction of improvements to state highway facilities that may be needed to improve traffic flow. Furthermore, Caltrans does not have any funding mechanism in place at this time to allow development projects to contribute a fair-share payment to</p>	<p>MM 4.11-1 Prior to issuance of the first certificate of occupancy, the Project Applicant shall submit to the City of Irwindale a payment equal to the full cost to install the following improvement at Intersection #3 – Longden Avenue & Live Oak Avenue/Driveway. The City of Irwindale shall ensure installation of the improvement.</p> <ul style="list-style-type: none"> Restripe a 3rd eastbound through lane and modify the existing traffic signal to accommodate the additional 3rd eastbound lane. <p>MM 4.11-2 Prior to issuance of the first certificate of occupancy, the Project Applicant shall submit to the City of Irwindale a payment equal to the full cost to install the following improvement at Intersection #27 – Stewart Avenue & Live Oak Avenue. The City of Irwindale shall ensure installation of the improvement.</p> <ul style="list-style-type: none"> Restripe a 3rd westbound through lane and modify the existing traffic signal to accommodate the additional 3rd westbound lane. <p>MM 4.11-3 Prior to issuance of the first certificate of occupancy, the Project Applicant shall submit to the City of Irwindale a payment equal to the full cost to install the following improvement at Intersection #29 – Arrow Highway & Live Oak Avenue. The City of Irwindale shall ensure installation of the improvement.</p> <ul style="list-style-type: none"> Restripe a 3rd eastbound through lane and modify the existing traffic signal to accommodate the additional 3rd eastbound lane. 	<p>Project Applicant</p> <p>Project Applicant</p> <p>Project Applicant</p>	<p>City of Irwindale Public Works/Engineering Department</p> <p>City of Irwindale Public Works/Engineering Department</p> <p>City of Irwindale Public Works/Engineering Department</p>	<p>Prior to issuance of the first certificate of occupancy</p> <p>Prior to issuance of the first certificate of occupancy</p> <p>Prior to issuance of the first certificate of occupancy</p>	<p>Significant and Unavoidable Direct and Cumulatively Considerable Impact</p>



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>contribute to future improvements and offset cumulatively considerable traffic impacts. The Project Applicant would be required to pay such fair-share payment to Caltrans, if a fee program is established by Caltrans prior to the issuance of Project building permits; however, there is no assurance that such a fee program will be established. Also, there is no assurance that planned improvements will be in place prior to the time that the Project begins to contribute traffic to the facilities.</p>	<p>MM 4.11-4 Prior to issuance of the first certificate of occupancy, the Project Applicant shall submit to the City of Irwindale a payment equal to the full cost to install the following improvement at the intersection of Maine Avenue & Arrow Highway (Intersection #30). The City of Irwindale shall ensure installation of the improvement.</p> <ul style="list-style-type: none"> Restripe a 3rd eastbound through lane and modify the existing traffic signal to accommodate the additional 3rd eastbound lane. 	Project Applicant	City of Irwindale Public Works/Engineering Department	Prior to issuance of the first certificate of occupancy	
	<p>MM 4.11-5 Prior to issuance of building permits for future implementing development projects that involve a driveway connection point with Arrow Highway or Live Oak Avenue, the Project Applicant shall submit a driveway access study to the City of Irwindale Public Works Department for City review and approval. The study shall be prepared by a licensed traffic engineer, identify the proposed access driveway(s) connecting to a public street, and include a detailed evaluation of the proposed driveway for intersection lane geometrics, turn lane storage capacity, and sight distance. The City shall require that the driveway intersection be constructed in accordance with the City-approved access study prior to the issuance of an occupancy permit for any building that would use the driveway for ingress/egress.</p> <p>Based on the studied driveway locations (as shown on Exhibit 1-1 of The Park @ Live Oak Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December 12, 2018) and mix of land uses studied in The Park @ Live Oak Specific Plan's Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December 12, 2018 (as shown in EIR Table 4.11-15, <i>Project Trip Generation Summary (Actual Vehicles)</i>),</p>	Project Applicant	City of Irwindale Public Works/Engineering Department	Prior to issuance of building permits for future implementing development projects that involve a driveway connection point with Arrow Highway or Live Oak Avenue	



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>the following are anticipated to be required as the maximum extent of public roadway lane configuration and signalization improvements:</p> <p>a) As a condition of any building permit that would involve ingress/egress at the intersection of Arrow Highway and Private Drive A, the Project Applicant shall install the following improvements at the existing intersection of Avenida Barbosa/Private Drive A & Arrow Highway (Intersection #15). The improvements shall be constructed and operable prior to the issuance of a certificate of occupancy.</p> <ul style="list-style-type: none"> • Restripe a southbound through lane. (E+P requirement) • Add a 3rd eastbound through lane. (E+P requirement) • Add a westbound left turn lane. (E+P requirement) • Add a 2nd westbound left turn lane (E+P requirement with maximum commercial development in Planning Areas 1A and 2A) • Add a northbound left turn lane. (2020 Opening Year requirement) • Add a northbound through lane. (2020 Opening Year requirement) • Add a northbound right turn lane. (2020 Opening Year requirement) • Modify traffic signal to accommodate the above-listed changes to lane configurations <p>b) As a condition of any building permit that would involve ingress/egress at the intersection of Arrow Highway and Private Drive B, the Project Applicant shall install the following improvement at Private Drive B & Arrow Highway (Intersection #11). The</p>				



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>improvement shall be constructed and operable prior to the issuance of a certificate of occupancy.</p> <ul style="list-style-type: none"> • Install a traffic signal (E+P requirement with maximum commercial development in Planning Areas 2A and 3A) <p>c) As a condition of any building permit that would involve ingress/egress access at the intersection of Live Oak Avenue and Private Drive A, the Project Applicant shall install the following improvement at Private Drive A and Live Oak Avenue (Intersection #16). The improvement shall be constructed and operable prior to the issuance of a certificate of occupancy.</p> <ul style="list-style-type: none"> • Install a traffic signal (E+P requirement) <p>d) As a condition of any building permit that would involve ingress/egress access at the existing intersection of Speedway Driveway & Live Oak Avenue, the Project Applicant shall install the following roadway improvement at Speedway Driveway & Live Oak Avenue (Intersection #7). The improvement shall be constructed and operable prior to the issuance of a certificate of occupancy.</p> <ul style="list-style-type: none"> • Install a traffic signal (E+P requirement) • Add a 3rd westbound through lane. (E+P requirement) <p>e) As a condition of any building permit that would involve ingress/egress at the existing intersection of Live Oak Avenue and the entrance driveway to the Irwindale Events Center Intersection #13 (Project Driveway 7), the Project Applicant shall install the following improvement at Project Driveway 7/Driveway & Live Oak Avenue (Intersection #13).</p>				



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>The improvement shall be constructed and operable prior to the issuance of a certificate of occupancy.</p> <ul style="list-style-type: none"> Add a 3rd eastbound through lane and modify the traffic signal to accommodate the additional 3rd eastbound lane. (E+P requirement) <p>MM 4.11-6 Prior to the issuance of each building permit for future implementing development projects proposed within The Park @ Live Oak Specific Plan, the Project Applicant shall submit a preliminary trip generation calculation and trip distribution exhibit to the City of Irwindale Public Works Department for the development project under consideration for City review and approval. The preliminary calculation and exhibit shall be prepared by a licensed traffic engineer and be accompanied by sufficient analytical data to enable the City to (1) Determine which of the mitigation measures identified below to address cumulatively considerable impacts in the E+P, Opening Year 2020, and Horizon Year 2040 scenarios are applicable to the implementing project and calculate the fair share percentage associated with each applicable respective mitigation measure, and (2) Enable the City to determine sufficient intersection and driveway geometrics and lane storage and turn lane capacity needs. The City Engineer shall have the authority to determine the extent of the traffic study and analyses required to determine the appropriate mitigation measures and fair share calculations. Traffic analyses shall utilize traffic counts collected within 12 months of the analysis.</p> <p>Proposed development projects and speculative buildings without an occupant or tenant shall be analyzed in accordance with the proposed uses, trip generations rates and planning areas listed in EIR</p>	Project Applicant	City of Irwindale Public Works/Engineering Department	Prior to the issuance of a building permit	



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>Table 4.11-15. For the purposes of the traffic analysis, uses assigned to speculative developments within The Park @ Live Oak Specific Plan site shall be consistent with the distribution and proportion of uses and trip generation rates studied in The Park @ Live Oak Specific Plan's Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December 12, 2018 and listed in EIR Table 4.11-15.</p> <p>If the total trips generated by all developments within The Park @ Live Oak Specific Plan area exceeds the trips analyzed in The Park @ Live Oak Specific Plan's Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December 12, 2018 (1,280 PCE AM peak hour trips and 1,644 PCE PM peak hour trips), an additional full Traffic Impact Analysis shall be required.</p> <p>Based on the studied driveway locations (depicted on Exhibit 1-1 of The Park @ Live Oak Specific Plan's Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December 12, 2018), mix of land uses, and projected traffic volumes studied in the Park @ Live Oak Specific Plan's Traffic Impact Analysis and listed in EIR Table 4.11-15, the following are anticipated to be to applicable to some or all implementing development projects:</p> <p>a) Prior to issuance of building permits, the Project Applicant shall make a fair share monetary contribution to the City of Irwindale for the following improvements to Intersection #1 – Myrtle Avenue & Longden Avenue:</p> <ul style="list-style-type: none"> • Restripe a 2nd eastbound through lane and widen the bridge over Sawpit Wash. 				



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>b) Prior to issuance of building permits, the Project Applicant shall make a fair share monetary contribution to the City of Irwindale for the following improvements to Intersection #2 – Myrtle Avenue/Peck Road & Live Oak Avenue:</p> <ul style="list-style-type: none">• Add a 2nd southbound left turn lane and modify the existing traffic signal to accommodate the 1nd southbound left turn lane. <p>c) Prior to issuance of building permits, the Project Applicant shall make a fair share monetary contribution to the City of Irwindale for the following improvements to Intersection #4 – Live Oak Avenue & Arrow Highway (West):</p> <ul style="list-style-type: none">• Add a 3rd westbound through lane.• Restripe a 3rd eastbound through lane.• Modify the existing traffic signal to accommodate the above-listed lane configuration improvements. <p>d) Prior to issuance of building permits, the Project Applicant shall make a fair share monetary contribution to the City of Irwindale for the following improvements to Intersection #15 – Avenida Barbosa/Private Drive A & Arrow Highway:</p> <ul style="list-style-type: none">• Add a 3rd westbound through lane.• Add a 2nd eastbound left turn lane.• Modify the traffic signal to implement overlap phasing on the westbound right turn lane and accommodate the changes to lane configuration. <p>e) Prior to issuance of building permits, the Project Applicant shall make a fair share monetary contribution to the City of Irwindale for the following</p>				



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<p>improvements to Intersection #7 – Speedway Driveway & Live Oak Avenue:</p> <ul style="list-style-type: none"> • Install a traffic signal. <p>f) Prior to issuance of building permits, the Project Applicant shall make a fair share monetary contribution to the City of Irwindale for the following improvements to Intersection #13 – Driveway 7/Driveway & Live Oak Avenue:</p> <ul style="list-style-type: none"> • Add an eastbound right turn lane and modify the existing traffic signal to accommodate the new eastbound right turn lane. <p>g) Prior to issuance of building permits, the Project Applicant shall make a fair share monetary contribution to the City of Irwindale for the following improvements to Intersection #23 – I-605 Northbound Off-Ramp & Live Oak Avenue:</p> <ul style="list-style-type: none"> • Install a traffic signal. <p>h) Prior to the issuance of building permits, the Project Applicant shall make a fair share monetary contribution to the City of Irwindale for the following improvements to Intersection #26 – Rivergrade Road & Live Oak Avenue:</p> <ul style="list-style-type: none"> • Modify the traffic signal to implement overlap phasing on the northbound right turn lane. <p>i) Prior to issuance of building permits, the Project Applicant shall make a fair share monetary contribution to the City of Irwindale for the following improvements to Intersection #27 – Stewart Avenue & Live Oak Avenue:</p>				



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
	<ul style="list-style-type: none"> Restripe a 3rd eastbound through lane and modify the existing traffic signal to accommodate the 3rd eastbound through lane. <p>MM 4.11-7 Mitigation and fair share calculations for impacts to State Highway System facilities shall be subject to the review and approval of the California Department of Transportation (Caltrans). Fair share contributions for improvements to State Highway System facilities shall be determined by and paid to Caltrans in accordance with nexus requirements contained in the Mitigation Fee Act (Govt. Code § 66000 et seq.) and 14 Cal. Code of Regs. § 15126.4(a)(4).</p> <p>MM 4.11-8 Prior to the issuance of grading or building permits, the Project Applicant shall prepare and the City of Irwindale shall approve a temporary traffic control plan. The temporary traffic control plan shall comply with the applicable requirements of the California Manual on Uniform Traffic Control Devices and shall address temporary closures of roadways and sidewalks. A requirement to comply with the temporary traffic control plan shall be noted on all grading and building plans and also shall be specified in bid documents issued to prospective construction contractors.</p>	<p>Project Applicant</p> <p>Project Applicant</p>	<p>City of Irwindale Public Works/Engineering Department</p> <p>City of Irwindale Public Works/Engineering Department</p>	<p>Prior to the issuance of a building permit</p> <p>Prior to the issuance of a building permit</p>	
<u>Threshold b:</u> For the reasons provided in the response to Threshold b, a LOS metric and not a VMT metric is appropriately used in this EIR to evaluate the Project's transportation-related impacts. Therefore, there is no potential for the Project to conflict with CEQA Guidelines section 15064.3, subdivision (b), which establishes criteria for	No Mitigation is Required.	N/A	N/A	N/A	No Impact



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
evaluating a project's transportation impacts using a VMT metric. No impact would occur.					
<u>Threshold c:</u> The proposed Project would not increase hazards via a geometric design feature or incompatible land uses, because the frontage improvements and site access improvements will adhere to City design standards to ensure that adequate sight distance is provided to maintain sufficient vehicular visibility at driveways and intersections.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold d:</u> The proposed Project's street access and internal circulation are subject to review by the Los Angeles County Fire Department to determine that there is adequate emergency access provided for all parts of the Project site. Compliance with approved building plans will be verified in the field, prior to issuance of any certificates of occupancy. This standard process will ensure that there are less-than-significant impacts involving emergency access.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
4.12 Tribal Cultural Resources					
<u>Threshold a:</u> The Project site has been completely disturbed by historical sand and gravel quarry operations and is currently undergoing reclamation via ongoing IDEFO activities; therefore, the potential for discovery of tribal cultural resources during the fine grading and site preparation phases of the proposed Project is considered to be nil. Furthermore, the City did not receive	No Mitigation is Required.	N/A	N/A	N/A	No Impact



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>responses from any of the Native American tribes with possible traditional or cultural affiliation to the area that the City sent notification of the proposed Project to on April 3, 2018 in accordance with AB 52 and SB 18 requirements. Therefore, the Project would have no impact with respect to tribal cultural resources.</p>					
<p>4.13 Utilities & Service Systems</p>					
<p><u>Threshold a:</u> The CAW has sufficient capacity to serve the Project in light of its existing and projected commitments, and no new water supply entitlements would be required beyond those water system improvements proposed by the Project (depicted in EIR Figure 3-3, <i>Conceptual Water Plan</i>). Additionally, the existing sewer system and water treatment facilities (San Jose Creek WRP and the Joint Water Pollution Control Plant in the City of Carson) that would serve the Project have adequate remaining capacities to accommodate the Project's wastewater treatment demands. Therefore, no additional wastewater treatment facilities or expansion of existing wastewater treatment facilities would be required to accommodate wastewater treatment flows generated by the Project. The Project area is already served by electric, gas, and telecommunications utilities, and it is anticipated that proposed improvements to provide service to the Project site would occur within existing improved rights-of-way off-site, or on-site within areas already planned for impact and development by the</p>	<p>No Mitigation is Required.</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>Less Than Significant</p>



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
<p>Project. The construction of storm drain infrastructure as necessary to serve the proposed Project would not result in any potentially significant physical effects on the environment that are not already identified and disclosed as part of this EIR; additional mitigation measures would not be required. The Project's proposed connections to these utilities, as well as installation of on-site and off-site storm water management, water, and wastewater infrastructure, are inherent to the Project's construction phase, which has been evaluated throughout this EIR. Mitigation measures are identified for construction-related effects that would reduce construction-phase impacts to the maximum feasible extent. There would be no significant impacts specifically related to the installation of the Project's proposed utility infrastructure beyond the overall construction-related effects of the Project as a whole. Impacts would be less than significant.</p>					
<p><u>Threshold b:</u> Based on the information provided from the proposed Project's WSA, the CAW would have sufficient water supplies available to serve the Project in normal, dry, and multiple dry years. Thus, the proposed Project would have a less-than-significant impact in this regard and no mitigation is warranted.</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<p><u>Threshold c:</u> The proposed Project's wastewater generation would not exceed the capacity of the LACSD's regional treatment facilities and payment of mandatory</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant



THRESHOLD	MITIGATION MEASURES (MM)	RESPONSIBLE PARTY	MONITORING PARTY	IMPLEMENTATION STAGE	LEVEL OF SIGNIFICANCE AFTER MITIGATION
connection fees and surcharges established by the LACSD's Wastewater Ordinance would reduce the Project's incremental effect to below a level of significance.					
<u>Threshold d:</u> The proposed Project's solid waste disposal needs can be accommodated by existing and planned landfills serving the City of Irwindale. The Project would comply with all applicable State and local standards, goals, and policies related to solid waste reduction and management. Therefore, the Project would have less-than-significant impacts related to solid waste generation.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold e:</u> The proposed Project would comply with all applicable federal, state, and local statutes and regulations pertaining to management and reduction solid waste. No impact associated with regulatory compliance would occur.	No Mitigation is Required.	N/A	N/A	N/A	No Impact