



**NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR)
ENVIRONMENTAL CHECKLIST FORM
AND INITIAL STUDY**

Project Title: Motor Avenue Industrial Project

Lead Agency Name: City of Azusa
Address: 213 E. Foothill Blvd.
Azusa, CA 91702
<https://ci.azusa.ca.us/>

Contact Person: Dean Flores
Phone Number: (626) 812-5017
Email: dflores@azusaca.gov

Project Sponsor: Rexford Industrial Realty, Inc.
Address: 11620 Wilshire Blvd., 10th Floor
Los Angeles, CA 90025

General Plan Designation: Industrial

Zoning: West End Industrial (DW)

Project Location: 411 - 435 S. Motor Avenue,
NW Corner of Motor Avenue and Gladstone Avenue

Project Description (Summary)

The proposed project would demolish the existing structures on the subject property, construct a new 97,200 square-foot warehouse building with landscaping, and merge two parcels into one. Future uses for the warehouse are undetermined but the applicant is requesting a use permit to enable 24/7 operations.

Discretionary Actions Required

Approvals required for the Project would include, but may not be limited to, the following:

- a) Design Review
- b) Lot Merger (two parcels into single parcel)
- c) Use Permit (24/7 operations)

Appendices

Appendix A – Air Quality and Greenhouse Gas Assessment/CalEEMod Files

Appendix B – Phase I Environmental Assessment

Appendix C – Initial Traffic Analysis

Introduction

The following Initial Study has been prepared according to the California Environmental Quality Act (CEQA) Guidelines, Section 15063, *Initial Study*, in order to determine whether the proposed project will cause significant environmental impacts. The City of Azusa, as the Lead Agency for the project, has determined that an Environmental Impact Report (EIR) is required to disclose the project's impacts, as further described below. After review of the array of environmental topics outlined in the CEQA Guidelines Appendix G, the City has determined that certain impacts do not rise to a level of significance, and do not require further analysis in the EIR. Therefore, the City intends to prepare a focused EIR, addressing primarily transportation, air quality, and greenhouse gas impacts, but also evaluating other impacts as may arise from public comment during the Initial Study circulation. The EIR will be released after the Initial Study has been circulated and any comments are addressed.

CEQA Guidelines Section 15063(c) states that the purposes of an Initial Study are to:

- (1) Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a Negative Declaration.
- (2) Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration.
- (3) Assist in the preparation of an EIR, if one is required, by:
 - (A) Focusing the EIR on the effects determined to be significant,
 - (B) Identifying the effects determined not to be significant,
 - (C) Explaining the reasons for determining that potentially significant effects would not be significant, and
 - (D) Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
- (4) Facilitate environmental assessment early in the design of a project;
- (5) Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
- (6) Eliminate unnecessary EIRs;
- (7) Determine whether a previously prepared EIR could be used with the project.

Section 15063(d), Contents, requires that an Initial Study shall contain in brief form:

- (1) A description of the project including the location of the project;
- (2) An identification of the environmental setting;
- (3) An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found.
- (4) A discussion of the ways to mitigate the significant effects identified, if any;
- (5) An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls; and
- (6) The name of the person or persons who prepared or participated in the Initial Study.

Regional and Local Vicinity Maps

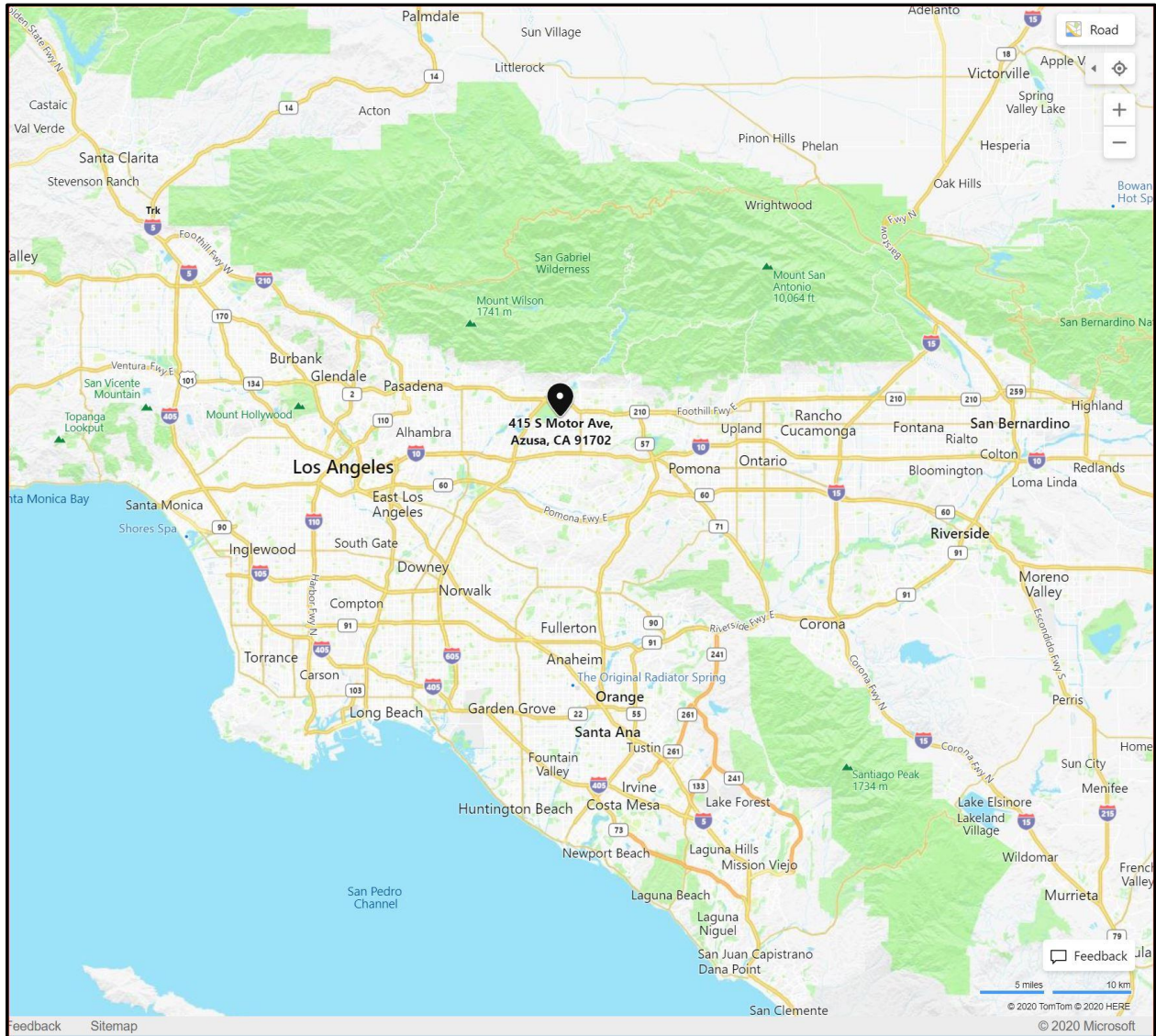


Figure 1

Regional Vicinity

Source: Bing Maps, Microsoft Corporation <https://www.bing.com/maps/>

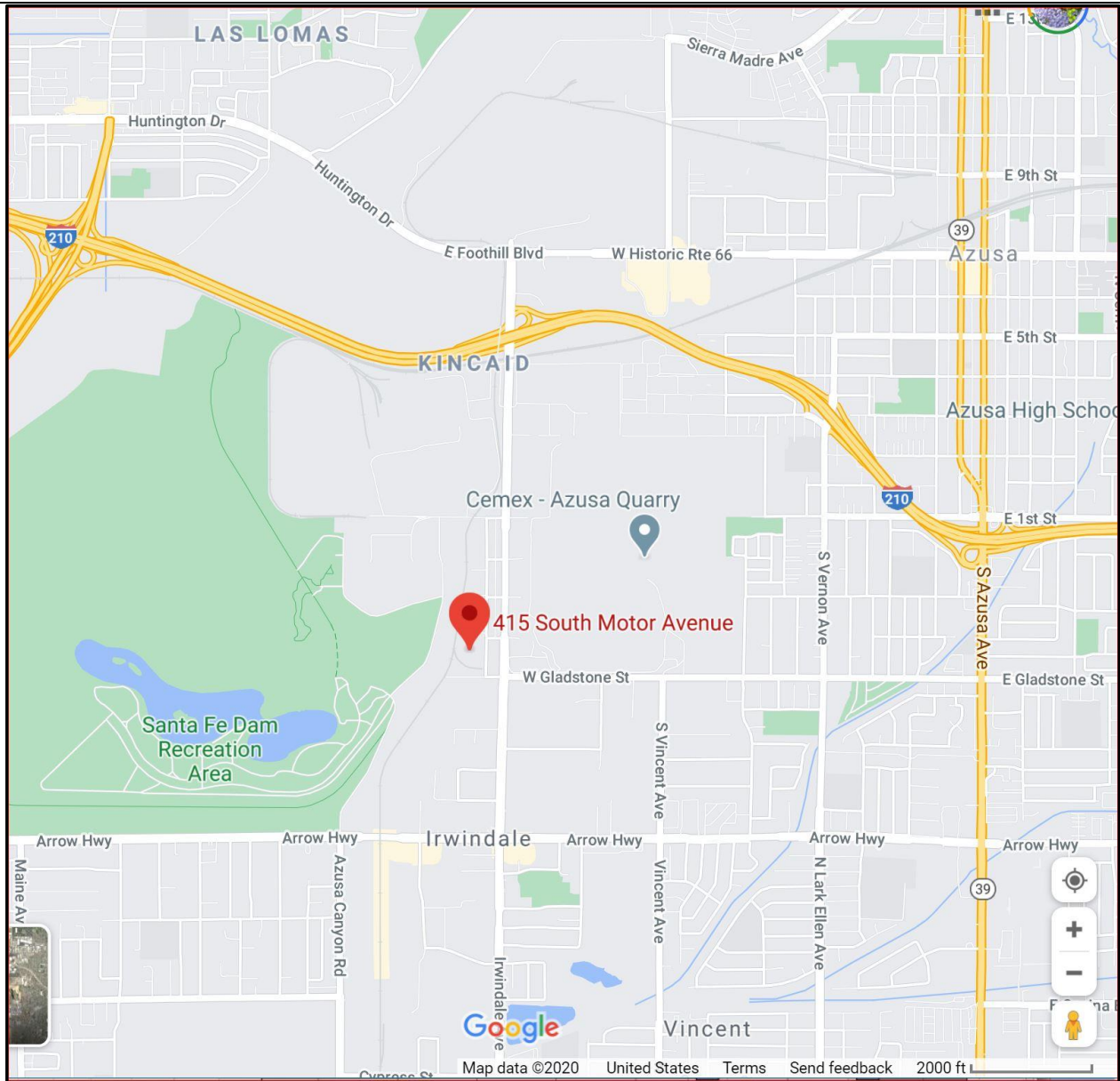


Figure 2

Project Vicinity

source: Google Maps,

<https://www.google.com/maps/place/415+S+Motor+Ave,+Azusa,+CA+91702/@34.1155527,-117.9380013,17z/data=!4m3!1m7!3m6!1s0x80c2d80fce3261fd:0xad4365ac0aa9cf20!2s415+S+Motor+Ave,+Azusa,+CA+91702!3b1!8m2!3d34.115553!4d-117.935834!3m4!1s0x80c2d80fce3261fd:0xad4365ac0aa9cf20!8m2!3d34.115553!4d-117.935834>

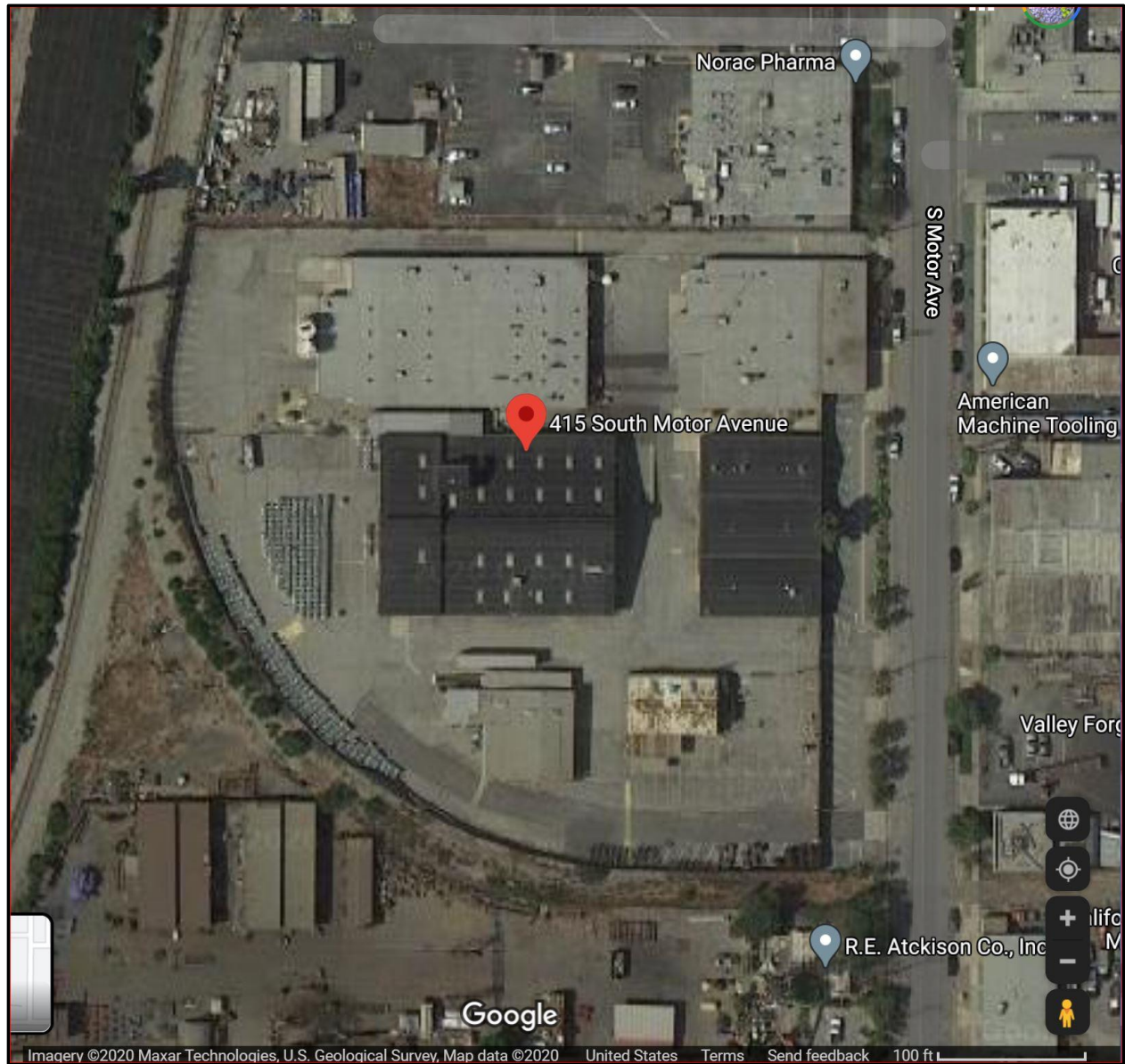


Figure 3

Aerial View

source: see Figure 2 above



Figure 5
Google StreetView™ facing Southwest
along Motor Ave.



Figure 5
Google StreetView™ facing Northwest
from corner of Motor Ave. and Gladstone Ave.



Figure 6

**Google StreetView™ facing Northeast
from Gladstone Avenue**

Project Description

The proposed project would construct a new 97,148 SF, 39'-tall tilt-up concrete warehouse on two adjacent parcels (183,000 SF/4.2 acres) at the northwest corner of the intersection of Motor Avenue and Gladstone Avenue in the City of Azusa, Los Angeles County, California. The structure would encompass 3,403 SF of office space and 2,900 SF of covered dock area. The project applicant has not specified the warehouse's purpose.

Figure 7 below lists the project's dimensions (building area, floor area ratio, office area) and elements such as parking and landscaping. Figures 8-17 show the project's conceptual architecture and specifications.

Architecture and Site Layout

Figures 8-10 illustrate the proposed building's architecture and overall layout. The warehouse structure would conform to the lot shape, which is an elongated quarter-circle bounded by Motor Avenue on the east, Gladstone Avenue and a rail spur easement on the south and southwest, and the east-west property line on the north.

The office portion occupies the southeast corner of the building, facing Motor Avenue and Gladstone Avenue. Office windows take up approximately 1/5 of the building's Motor Avenue and Gladstone Avenue façades. Jointed concrete panels form the remainder of the south and east façades; these panels would be painted in alternating horizontal and vertical color bands, with horizontal and vertical jointing providing textural relief. The southwest, west, and north façades are similar to the non-windowed east façade.

Fifteen loading bays are proposed on the northwest side of the building facing the north property line. A portion of the northeast corner of the building projects approximately 40' north of the main structure, partially shielding the loading bays from Motor Avenue. The entrance to the loading area would be screened by an 8'-tall tilt-up concrete wall and 35'-wide sliding wrought-iron gate parallel to Motor Avenue (Figure 12).

Two trash enclosures are proposed: one is placed against the north property line, inside the gate, and would accommodate six dumpsters; the other is placed against the west property line, and would accommodate four dumpsters. The enclosures would be constructed of painted tilt-up concrete with steel gates. Neither enclosure area faces Motor Avenue.

Figure 10 shows the proposed color palette, a neutral combination of light gray, dark blue, beige, and khaki green.

Access, Parking and Circulation

Two 35'-wide access driveways are proposed at the north and south ends of the property along Motor Avenue. These connect a peripheral U-shaped driveway that surrounds the proposed structure. The gate noted above would restrict entry to the loading areas, and a secondary gate on the south leg of the "U" would restrict entry to the west portion of the property.

There are 110 parking spaces within parking bays shown on the north, south and west sides of the building, including five accessible spaces, three motorcycle spaces, seven EV spaces with charging capability, 11 vanpool spaces and six bicycle spaces.

Landscaping

Figures 16-17 show the proposed landscaping. The project would install approximately 9,025 SF of landscaped area, including water-conserving trees, shrubs and groundcover: Crape Myrtle, Chinese Elm, Bottle Tree, Mondell Pine, Brisbane Box, Hopseed Bush, Texas Ranger, Coast Rosemary, Dwarf Bottle Brush, Texas Privet, Creeping Rosemary, Dwarf Yellow Lantana, Autumn Sage, Deer Grass, Cleveland Sage, and Coyote Bush. Street trees (Carrotwood Tree) would also be planted along Motor Avenue. Much of the landscaped area would occupy the project's Motor Avenue street frontage, but plant materials would also be placed around the parking areas and along the south, southwest and west property lines. A chain-link fence with vinyl slats would extend along the property line from the loading area wall to the secondary gate on the south side of the property (Figure 12). The landscape plans show a line of shrubs adjacent to this fence (Figure 16).

SITE AREA		SF	ACRES
SF			183,004
Acres			4.20
BUILDING AREA		BOMA	CBC PLANNING
Ground Floor Office		3,403	2,790
Warehouse		87,597	87,160
Total Building Footprint		91,000	89,950
Mezzanine		3,403	2,933
TOTAL BUILDING AREA		94,403	92,883
Covered Dock Area		2,900	2,900
TOTAL BUILDING + COVERED DOCK AREA		97,303	95,783
COVERAGE			51.3%
FAR			53.0%
PARKING REQUIRED		Ratio	Required
Office		1/300	21
Warehouse		1/1000	88
TOTAL PARKING REQUIRED			109
PARKING PROVIDED			Stalls
Handicap			5
Parallel			3
Standard			102
TOTAL PARKING PROVIDED			110
CLEAN AIR/VAN POOL/EV PARKING		Ratio	Required
CA/VP (101 - 150 Parking Spaces)			11
EV (101 - 150 Parking Spaces)			7
MOTORCYCLE PARKING			
		1/50	3
BICYCLE PARKING			
0 - 100 Parking Spaces		1/20	5
100+ Parking Spaces		1/100	1
			6
DOCK DOORS			15
GRADE DOORS			1
LOADING SPACES REQUIRED			Required
10,000 - 40,000 sf		1	1
40,000 sf+ 1/40,000 sf			2
			3
LANDSCAPE		% Gross Area	Area (S.F.)
Required (10% of Gross Parking Area)		10.0%	42,775
Provided		16.0%	6,843
Total Overall Landscape Area		21.1%	9,025
PROJECT TABULATIONS			2

Figure 7
Project Information

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MOTOR AVENUE WAREHOUSE

415-435 MOTOR AVENUE
AZUSA, CA 91702



8811 Research Drive,
Suite 200,
Irvine, CA 92618
T: 949 474 1775
F: 949 553 9133



CLIENT:
LATERAL INVESTMENT CO.
101 N. BOWLING GREEN AVENUE
AZUSA, CA 91702

DESIGNER:
REFORD INDUSTRIAL REALTY
10100 INDUSTRIAL BLVD, SUITE 100
LOS ANGELES, CA 90024
PHONE: (310) 207-1111
CONTACT: REARDO REARD
reard@refind.com

OWNER:
G&A ARCHITECTS, INC.
801 REDWOOD PARK DRIVE, SUITE 200
IRVINE, CA 92618
PHONE: (949) 474-1775
FAX: (949) 553-9133
CONTACT: ROGER REARD
rreard@refind.com

DESIGNER:
G&A ARCHITECTS, INC.
101 N. BOWLING GREEN AVENUE, SUITE 200
AZUSA, CA 91702
PHONE: (916) 451-6800
CONTACT: CHRISTOPHER A. COOPER
chcooper@refind.com

LANDSCAPE:
D&L ARCHITECTS AND LANDSCAPE ARCHITECTS
FARMERSVILLE, CA 95024
PHONE: (916) 942-6800
CONTACT: SCOTT FERRIS
sferris@refind.com

MOTOR AVENUE
WAREHOUSE
415-435 MOTOR AVENUE
AZUSA, CA 91702
DEVELOPED FOR:
REFORD INDUSTRIAL REALTY

PROJECT TEAM

SITE INFORMATION

NO.	DESCRIPTION	DATE
1	10% SUBMITTAL	12/14/2015

TITLE SHEET

DATE:	02/27/2015	SHEET NO.:	T1
SCALE:	AS SHOWN	DATE:	02/27/2015
PROJECT:	MOTOR AVENUE WAREHOUSE	SCALE:	AS SHOWN
CLIENT:	LATERAL INVESTMENT CO.	PROJECT:	MOTOR AVENUE WAREHOUSE
DESIGNER:	REFORD INDUSTRIAL REALTY	CLIENT:	LATERAL INVESTMENT CO.
LANDSCAPE:	D&L ARCHITECTS AND LANDSCAPE ARCHITECTS	DESIGNER:	REFORD INDUSTRIAL REALTY
ARCHITECT:	G&A ARCHITECTS, INC.	LANDSCAPE:	D&L ARCHITECTS AND LANDSCAPE ARCHITECTS
ENGINEER:		ARCHITECT:	G&A ARCHITECTS, INC.
PLANNING:		ENGINEER:	
PHOTOGRAPHY:		PLANNING:	
ARTIST:		PHOTOGRAPHY:	
MODEL:		ARTIST:	
REVISIONS:		MODEL:	
NOTES:		REVISIONS:	
LEGEND:		NOTES:	

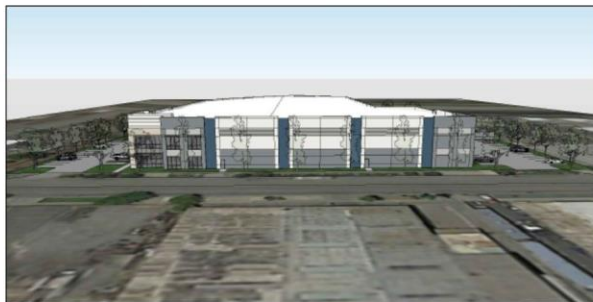


Figure 8



ENTRY 1 STREET PERSPECTIVE | NTS | 1



MOTOR AVE PERSPECTIVE S | NTS | 2



SOUTH FACADE AERIAL | NTS | 3



ENTRY 2 PERSPECTIVE | NTS | 4



MOTOR AVE PERSPECTIVE N | NTS | 5



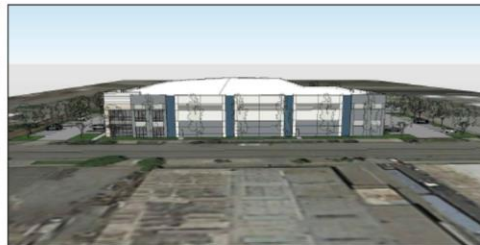
NORTH FACADE & COURT AERIAL | NTS | 6



ENTRY 2 AERIAL | NTS | 7



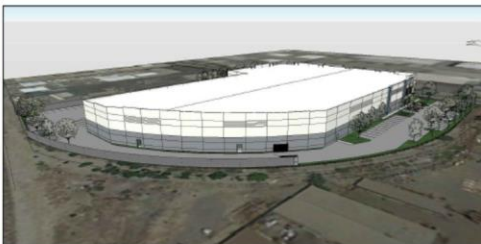
ENTRY 1 AERIAL | NTS | 8



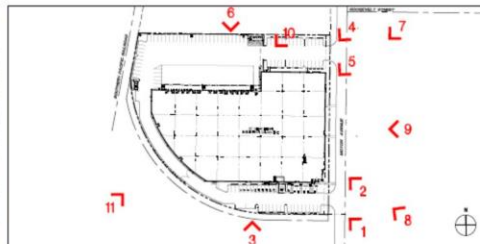
MOTOR AVE FACADE AERIAL | NTS | 9



ENTRY 2 GATE PERSPECTIVE | NTS | 10



SW FACADE AERIAL | NTS | 11



SITE REFERENCE | NTS | 12

G|A|A
ARCHITECTS

8811 Research Drive,
Suite 200,
Niles, CA 92648
T: 949 474 1775
F: 949 553 9133

**MOTOR AVENUE
WAREHOUSE**
415-495 MOTOR AVENUE
AZUSA, CA 91702

DEVELOPED FOR:
REXFORD INDUSTRIAL REALTY

NO.	DESCRIPTION	DATE
1	ISSUE SHEET	2/20/2015

PROJECT REFERENCES

All drawings and written materials prepared herein
constitute the contract and are intended solely for the
project and site for which they are prepared. They shall
not be used for any other project or site without the
written consent of the architect.

JOB NO.	DATE	ISSUE NO.
0001	02/20/2015	T2
DESIGN	SCALE	
PREPARED	DATE	

Figure 9



EAST ELEVATION 1/8"=1' 4



NORTH ELEVATION 1/8"=1' 3



WEST ELEVATION 1/8"=1' 2



SOUTH ELEVATION 1/8"=1' 1

- COLOR SCHEDULE / MATERIALS**
- 01 GLAZING MEDIUM PERFORMANCE
 - W1 CANOPY COLOR: GREY
 - W2 CANOPY ALUMINUM: BLACK ANODIZED
 - W3 WALLS/DOOR ALUMINUM: BLACK ANODIZED
 - W4 WALLS/DOOR FINISH: BLACK ANODIZED
 - P1 PAINT 1 SPEC: "WELDON SPRING" PREGRETT-1
 - P2 PAINT 2 MEDIUM BLUE-GREY: "SUNSET" FOR TRUSS OR SIMILAR
 - P3 PAINT 3 MEDIUM BLUE-GREY: "SUNSET" FOR TRUSS OR SIMILAR
 - P4 PAINT 4 MEDIUM BLUE-GREY: "SUNSET" FOR TRUSS OR SIMILAR
 - P5 PAINT 5 MEDIUM BLUE-GREY: "SUNSET" FOR TRUSS OR SIMILAR
 - DOORS TO MATCH HIGHLIGHT BUILDING COLOR

G|A|A
ARCHITECTS

8811 Research Drive,
Suite 200,
Irvine, CA 92618
T: 949 474 1775
F: 949 553 9133



PAINT - SEE MATERIALS SCHEDULE



PAINT - SEE MATERIALS SCHEDULE



PAINT - SEE MATERIALS SCHEDULE



PAINT - SEE MATERIALS SCHEDULE



PAINT - SEE MATERIALS SCHEDULE

**MOTOR AVENUE
WAREHOUSE**
415-435 MOTOR AVENUE
AZUSA, CA 91702

DEVELOPED FOR:
REXFORD INDUSTRIAL REALTY

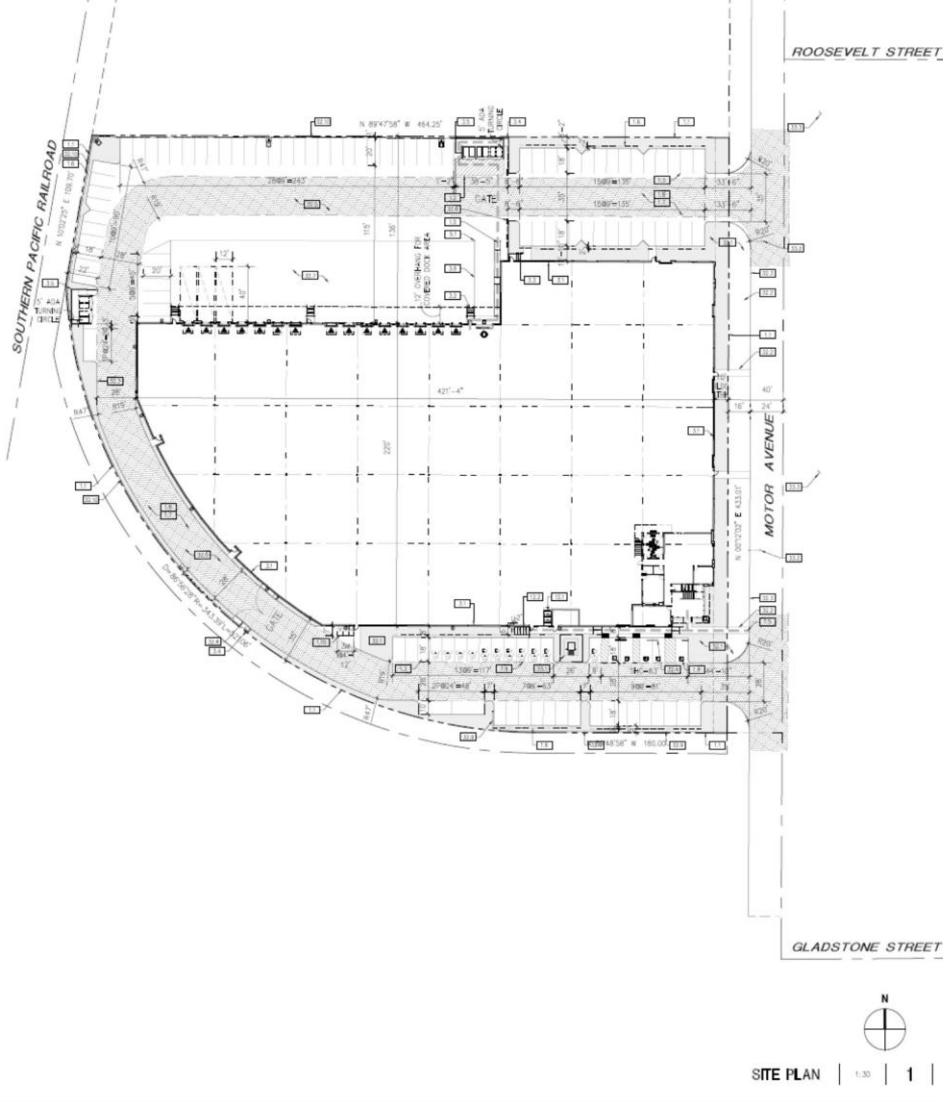
NO.	DESCRIPTION	DATE
1	ISSUE FOR PERMITS	10/26/2018

ELEVATIONS

ALL DIMENSIONS AND WRITTEN MATERIAL APPEARING HEREIN
CONSTITUTE THE DESIGN AND SPECIFICATIONS WORK OF THE
ARCHITECT AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR
VERIFYING ALL DIMENSIONS AND MATERIALS.

JOB NO. 18-000011 SHEET NO.
DATE: 01/27/19 A4.1C
DRAWN: GAA
FILE NAME: 180001_A4.1C

Figure 10



ROOSEVELT STREET

GLADSTONE STREET



SITE PLAN | 1:30 | 1 |

CONTRACTOR:
1. JAMES W. JENSEN AND ASSOCIATES, INC.
2. 15000 JENSEN ROAD
3. SUITE 200
4. IRLANDIA, CA 92618
5. TEL: 949 474 1775
6. FAX: 949 553 9133

SCHOOL DISTRICT:
1. IRLANDIA UNIFIED SCHOOL DISTRICT
2. 15000 JENSEN ROAD
3. SUITE 200
4. IRLANDIA, CA 92618
5. TEL: 949 474 1775
6. FAX: 949 553 9133

CODE ANALYSIS:
1. ZONING: M-1 (MANUFACTURING - GENERAL)
2. SETBACKS: 5 FT. FRONT, 5 FT. SIDE, 5 FT. REAR
3. HEIGHT: 35 FT. MAX.
4. SIGNAGE: 10 FT. MAX. HEIGHT, 10 FT. MAX. WIDTH
5. LIGHTING: 10 FT. MAX. HEIGHT
6. LANDSCAPING: 10 FT. MAX. WIDTH

ZONING ANALYSIS:
1. ZONING: M-1 (MANUFACTURING - GENERAL)
2. SETBACKS: 5 FT. FRONT, 5 FT. SIDE, 5 FT. REAR
3. HEIGHT: 35 FT. MAX.
4. SIGNAGE: 10 FT. MAX. HEIGHT, 10 FT. MAX. WIDTH
5. LIGHTING: 10 FT. MAX. HEIGHT
6. LANDSCAPING: 10 FT. MAX. WIDTH

LANDSCAPE:
1. 10 FT. MAX. WIDTH
2. 10 FT. MAX. HEIGHT
3. 10 FT. MAX. WIDTH
4. 10 FT. MAX. HEIGHT
5. 10 FT. MAX. WIDTH
6. 10 FT. MAX. HEIGHT

UTILITIES:
1. 10 FT. MAX. WIDTH
2. 10 FT. MAX. HEIGHT
3. 10 FT. MAX. WIDTH
4. 10 FT. MAX. HEIGHT
5. 10 FT. MAX. WIDTH
6. 10 FT. MAX. HEIGHT

PERMITS:
1. 10 FT. MAX. WIDTH
2. 10 FT. MAX. HEIGHT
3. 10 FT. MAX. WIDTH
4. 10 FT. MAX. HEIGHT
5. 10 FT. MAX. WIDTH
6. 10 FT. MAX. HEIGHT

GENERAL NOTES:
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF AZUSA SPECIFICATIONS AND STANDARDS.
2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CALIFORNIA BUILDING CODE AND ALL APPLICABLE ORDINANCES.
3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND ALL APPLICABLE ORDINANCES.
4. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL PLUMBING (IMC) CODE AND ALL APPLICABLE ORDINANCES.
5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL FIRE MARSHAL (IFM) CODE AND ALL APPLICABLE ORDINANCES.
6. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL PLUMBING AND MECHANICAL (IPM) CODE AND ALL APPLICABLE ORDINANCES.
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8. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL (IME) CODE AND ALL APPLICABLE ORDINANCES.
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10. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL (IME) CODE AND ALL APPLICABLE ORDINANCES.

SITE PLAN & CITY NOTES:
1. THE SITE IS LOCATED WITHIN A DESIGNATED INDUSTRIAL ZONE.
2. THE SITE IS SUBJECT TO THE CITY OF AZUSA ZONING ORDINANCES AND ALL APPLICABLE ORDINANCES.
3. THE SITE IS SUBJECT TO THE CALIFORNIA BUILDING CODE AND ALL APPLICABLE ORDINANCES.
4. THE SITE IS SUBJECT TO THE LATEST EDITIONS OF THE INTERNATIONAL BUILDING CODE (IBC) AND ALL APPLICABLE ORDINANCES.
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10. THE SITE IS SUBJECT TO THE LATEST EDITIONS OF THE INTERNATIONAL MECHANICAL AND ELECTRICAL (IME) CODE AND ALL APPLICABLE ORDINANCES.

PERMITS:
1. 10 FT. MAX. WIDTH
2. 10 FT. MAX. HEIGHT
3. 10 FT. MAX. WIDTH
4. 10 FT. MAX. HEIGHT
5. 10 FT. MAX. WIDTH
6. 10 FT. MAX. HEIGHT

GENERAL NOTES:
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SITE PLAN - LEGEND:
1. 10 FT. MAX. WIDTH
2. 10 FT. MAX. HEIGHT
3. 10 FT. MAX. WIDTH
4. 10 FT. MAX. HEIGHT
5. 10 FT. MAX. WIDTH
6. 10 FT. MAX. HEIGHT

CONTRACTOR:
1. JAMES W. JENSEN AND ASSOCIATES, INC.
2. 15000 JENSEN ROAD
3. SUITE 200
4. IRLANDIA, CA 92618
5. TEL: 949 474 1775
6. FAX: 949 553 9133

SITE AREA SF ACRES
SF 183,204
Acres 4.20

BUILDING AREA SF
Ground Floor Office 3,403 2,790 3,356
Warehouse 87,507 87,500 87,500
Total Building Footprint 90,910 89,990 91,000

TOTAL BUILDING AREA SF
Covered Dock Area 2,800 2,800 2,800
TOTAL BUILDING AREA + COVERED DOCK AREA 93,710 92,790 93,800

COVERAGE %
FAIR 63.8%

PARKING REQUIRED Ratio Required Provided
Office 1/1000 21 21
Warehouse 1/1000 88 88
TOTAL PARKING PROVIDED 109

PARKING PROVIDED Ratio Required Provided
Handicap 3 3 3
Parallel 102 102 102
TOTAL PARKING PROVIDED 105

CLEAN AIR/VAN POOL/VEHICLE PARKING Ratio Required Provided
Car/Van (101 - 150 Parking Spaces) 1/1 1 1
EV (101 - 150 Parking Spaces) 7 7 7

MOTORCYCLE PARKING 1/50 3 3

BICYCLE PARKING 0 - 100 Parking Spaces 1/200 5 5
100+ Parking Spaces 1/100 6 6

DOCK DOORS 16
GRADE DOORS 1

LOADING SPACES REQUIRED Ratio Required Provided
10,000 - 40,000 sf 1 2 2
40,000 sf+ 1/40,000 sf 3 3 3

LANDSCAPE % of Gross Area Area (S.F.)
Required (10% of Gross Area) 10.0% 42,790 8,843
Provided 10.0% 8,843 8,843
Total Overall Landscaping Area 21.1% 9,226 9,226

PROJECT TABULATIONS | 2

LACO FIRE DEPT. STANDARDS

NO.	DESCRIPTION	DATE
1	REVISED	02/15/2014
2		
3		
4		
5		
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SITE PLAN PROJECT TABULATIONS

NO. REVISIONS DATE
1 REVISED 02/15/2014

SCALE 1/8" = 1'-0"
DATE 02/15/2014
DESIGNER JJJ
PROJECT NO. A10

Figure 11

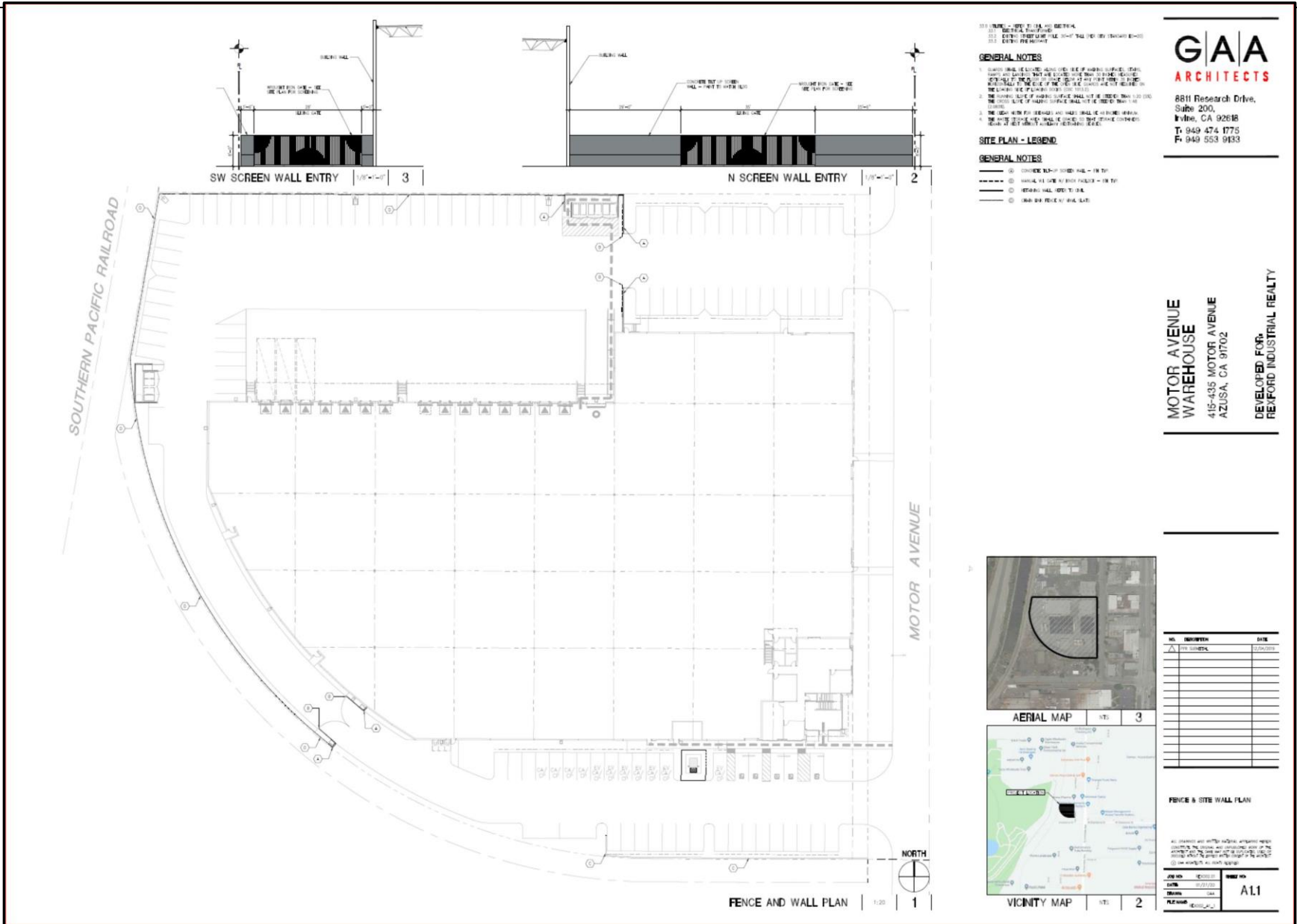


Figure 12

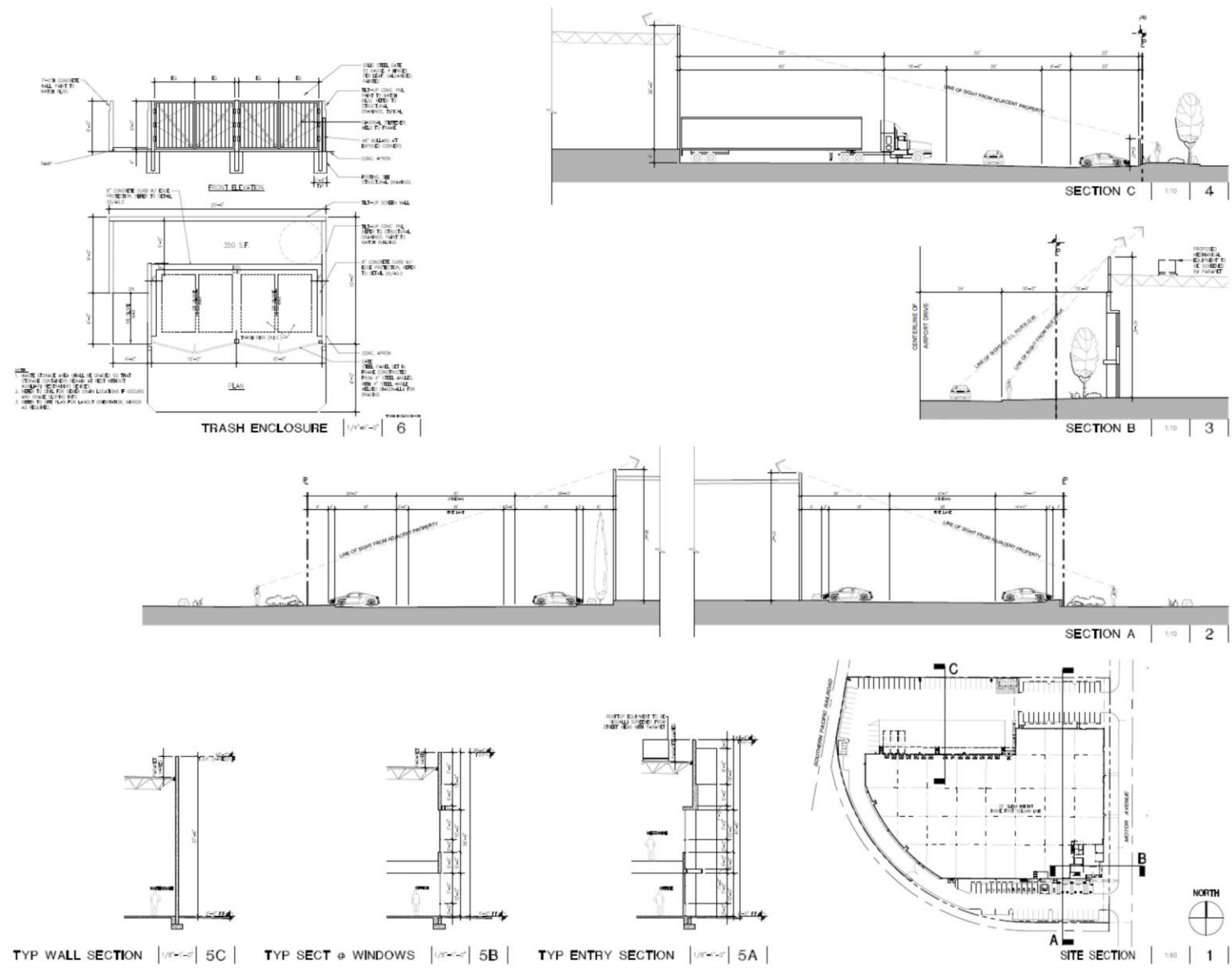


Figure 14

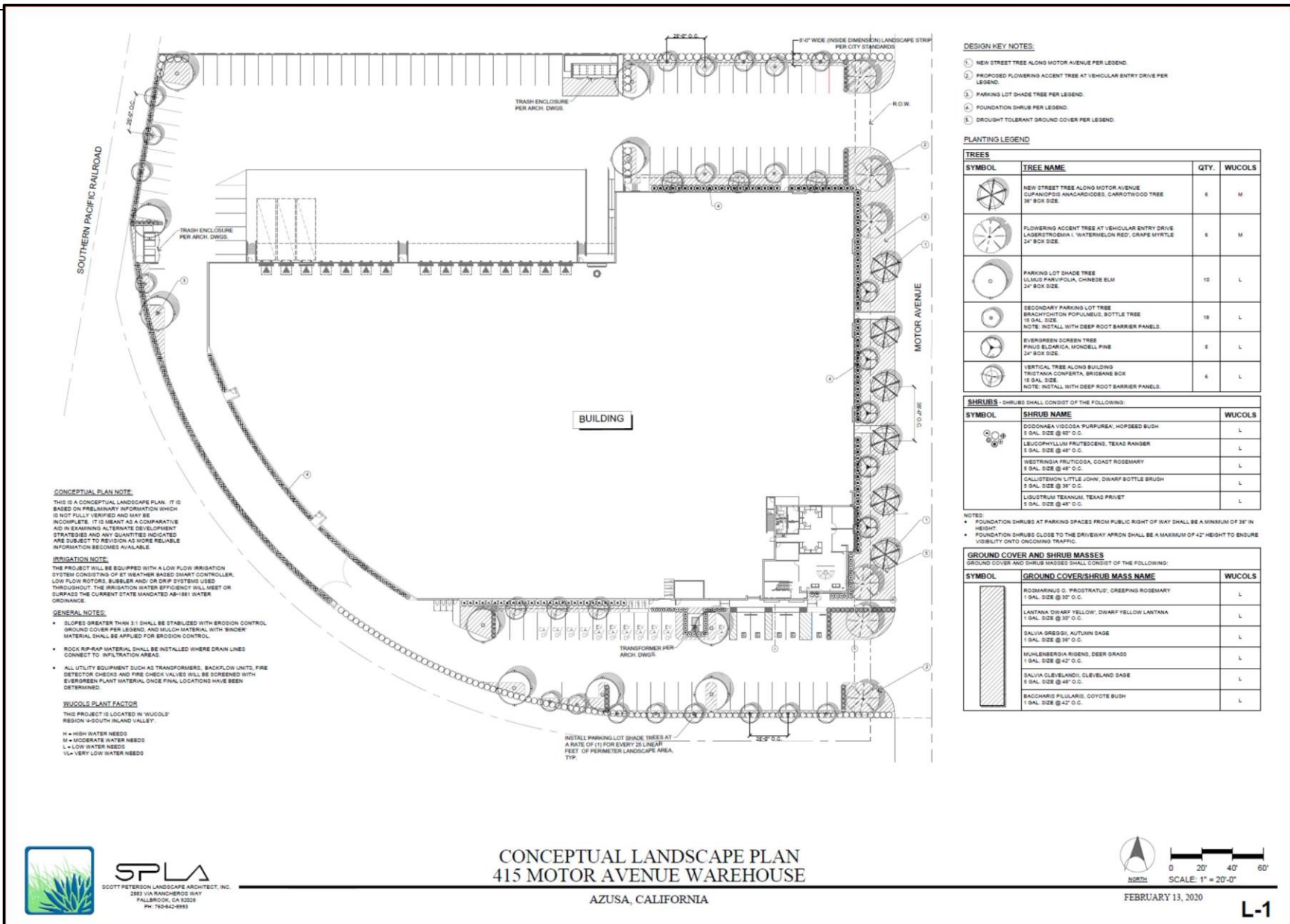


Figure 16

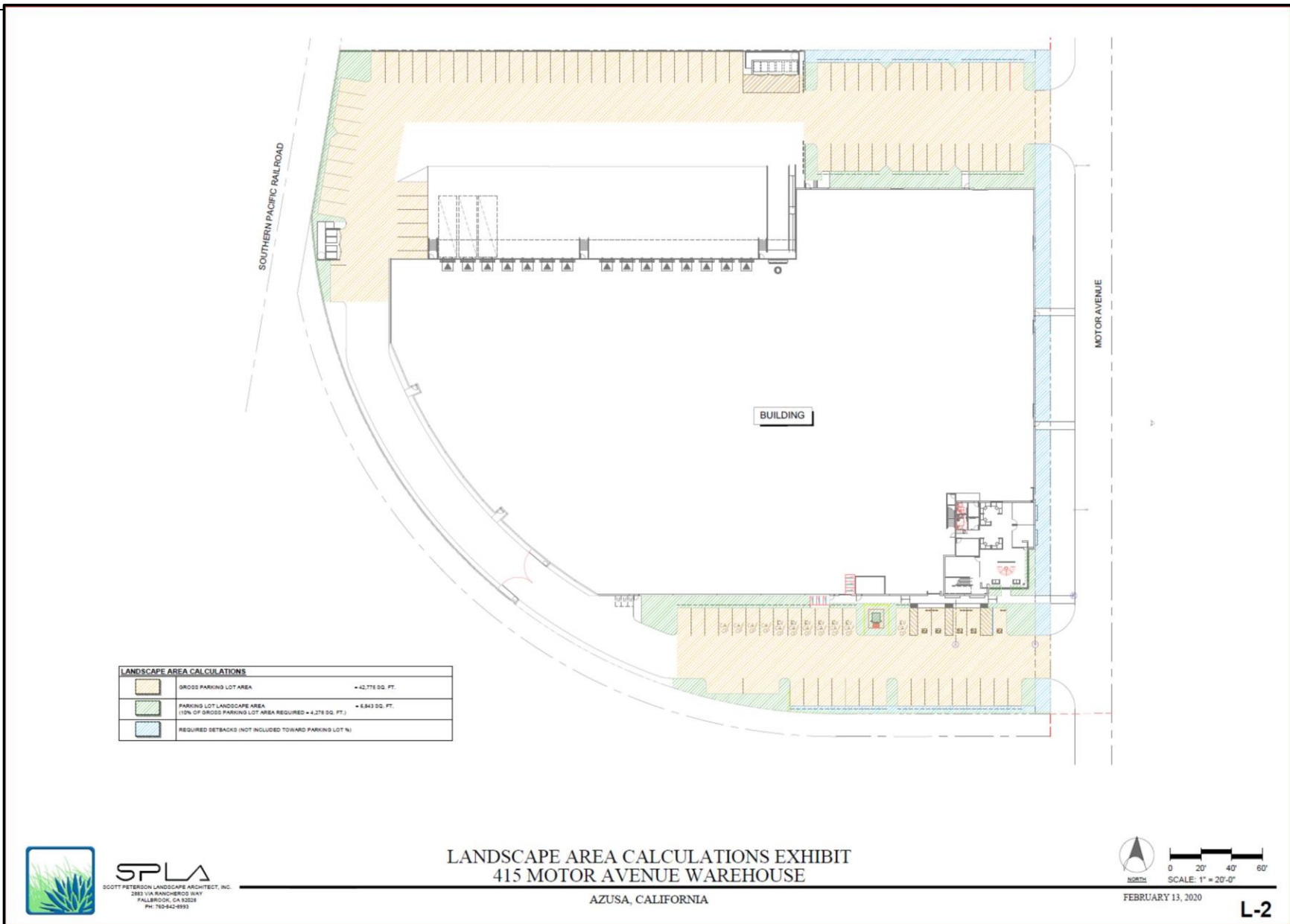


Figure 17

Existing Site Conditions

The project site is developed with six vacant industrial buildings of various ages, shapes and sizes. All buildings are in disrepair and appear to have exceeded their useful life. There is no significant landscaping, and the remainder of the site is paved with deteriorating asphalt. The previous tenant of the property was the Rain Bird Corporation, which utilized the facility for warehousing parts manufactured off-site. The facility had been used for manufacturing irrigation products from the mid-1950s through 2017. Figures 4-6 show areas of the site visible from Motor Avenue and Gladstone Avenue.

Site landscaping and street trees consist of various ornamental trees (Crape Myrtle, Mexican Fan Palm, Eucalyptus) and low shrubs. None of the trees are California natives, nor are of significant height or girth. There is no natural, undisturbed vegetation or habitat on the project site.

The site is within the southeastern quadrant of an approximately 30-square-mile region of known groundwater contamination in the San Gabriel Valley, which has been designated by the U.S. Environmental Protection Agency as a National Priority list (NPL) site. Because of the site's location and the known prior uses of the site, a Phase I Environmental Site Assessment (ESA) was performed for the project (Salem Engineering Group, Inc., August 3, 2020, report to be appended to the project EIR). The report documents the site's usage history from its initial development in the early 1950s, details several cleanup activities performed on the site, and indicates that the underlying site soils are still contaminated with tetrachloroethylene (PCE) and trichloroethylene (TCE) vapors. The project applicant has indicated that a vapor mitigation system will be installed as part of site re-development. Several other site conditions, including the possibility of lead-based paint residue, agricultural chemicals, asbestos-containing materials, radon, and mold may be present and may require remediation.

Surrounding Uses

The neighborhood around the project site is dominated by industrial uses, including a pharmaceutical manufacturer on the north, several light industrial manufacturers on the east and south, and the southern Pacific railroad tracks on the west. Immediately west of the railroad tracks lie the Santa Fe Dam Recreation Area and the San Gabriel River Trail. The Cemex-Azusa Quarry is west-northwest of the site.

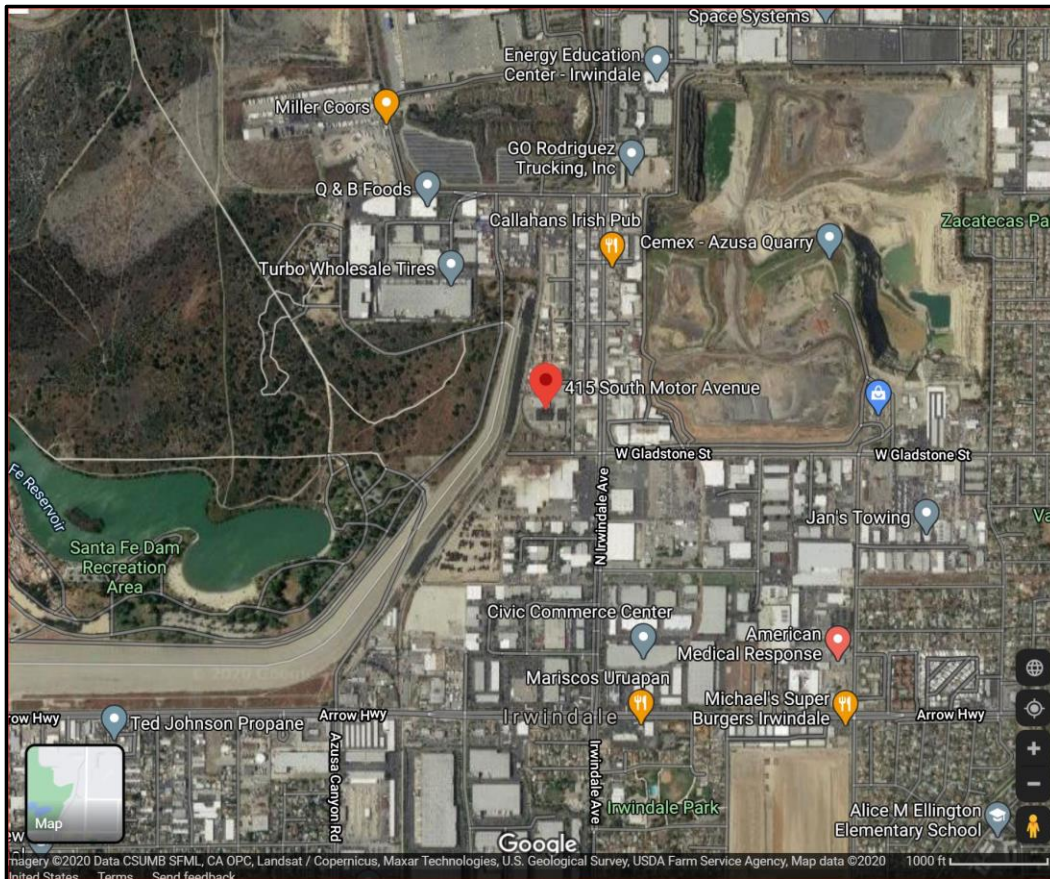


Figure 18
Surrounding Land Uses

Necessary Approvals and Permits

It is anticipated that City approvals required for the Project would include, but may not be limited to, the following:

- Design Review
- Lot Merger (two lots into one)
- Use Permit (24/7 operations)

Intended Users of the EIR

(This list may be expanded, as necessary, based on information received during the scoping period)

- City of Azusa
- California Department of Toxic Substances Control
- California Environmental Protection Agency
- U.S. EPA
- Los Angeles County Fire Department
- California Department of Transportation (Caltrans)
- California Regional Water Quality Control Board
- Southern California Edison
- Southern California Gas Company

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/ Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

On the basis of this initial evaluation:

- () I find that the proposed project COULD NOT have a significant effect on the environment. A NEGATIVE DECLARATION will be prepared.
- () I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by, or agreed to, by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- (X) I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- () I find that the proposed project MAY have a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standard and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- () I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects 1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and 2) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared By: Christine Kudija, J.D., AICP (Willdan Engineering) Date: November 4, 2020

Reviewed By: Dean Flores, Assistant Planner, City of Azusa Date: _____

EVALUATION OF ENVIRONMENTAL IMPACTS

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. <i>Would the project:</i>				
a) Have a substantial effect on a scenic vista?	()	()	(X)	()
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?	()	()	()	(X)
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	()	()	(X)	()
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	()	()	(X)	()

- a) **Less than Significant Impact.** The proposed project would not substantially affect scenic vistas in the area surrounding the project site, because as further explained below, the proposed construction would not appreciably block or encroach upon views of scenic vistas visible from publicly-accessible viewpoints in the project vicinity. As described in the Azusa General Plan Final Environmental Impact Report (GPFEIR), the San Gabriel Mountains and foothills comprise the principal scenic vistas in the City.¹

The project site lies at approximately 492' above mean sea level (msl) and about 2.5 miles south of the foothills, which are directly visible to the northwest, north and northeast from Motor Avenue and the surrounding area. The terrain around the site is gently sloping to flat, and developed with industrial one- and two-story structures. These partially block views of the mountains from public viewpoints along east-west streets in the vicinity. The Santa Fe Dam Recreation Area and the San Gabriel River floodplain lie to the west of the site. The San Gabriel River Trail runs north-south along the top of San Gabriel River levee on the recreation area's east boundary, 300' west of the project site's west property line. Where the trail intersects a line projected westward from the property line, its elevation is approximately 515', 23' above the site grade. The trail offers unobstructed northward views toward the mountains; eastward and northeastward views are partially-obstructed by existing on- and off-site structures.

The area east of the project site is dominated by industrial development and the Cemex Azusa Quarry, which is an excavated sand-and-gravel mine with no features that rise above the street grade. This kind of development and land use is not generally considered a scenic vista, and is not defined as such by the General Plan.

Figure 19 below illustrates the project site's position with respect to the Santa Fe Dam recreation area, the San Gabriel River Trail, and the mountains. A profile taken along Gladstone Avenue shows the trail

¹ City of Azusa, General Plan and Development Code Draft Environmental Impact Report (November 2003), p. 2-2, as incorporated into the Final Environmental Impact Report, available at <https://ci.azusa.ca.us/DocumentCenter/View/41063/General-Plan-DEIR> (accessed October 23, 2020).

elevation at 515' and the approximate elevation of the top of the proposed 39'-tall warehouse at 531'. Figure 20 below shows the predominate views from the trail toward the north and northeast. A rectangle superimposed over the project site area simulates the proposed building mass.

Again, public views of the San Gabriel Mountains and foothills are available from points along Motor Avenue, Gladstone Avenue and generally from the entire nearby portion of the San Gabriel River Trail. The proposed warehouse building would be taller than the existing structures by 10-15'. However, the building would not block northward views from either Motor Avenue because the building would be set back from the street frontage and the street and sidewalk would remain open. The building would be placed more than 300' east of the trail, and would not obstruct northward views from the trail. The building would not interfere substantially with available views from Gladstone Avenue, in part because those views are already obstructed by existing on- and off-site buildings, including those on the parcel between the project site and Gladstone. The proposed building would further obstruct eastward views, in part because it would be a continuous 39'-tall rectangular mass that would fill in the existing gaps between on-site structures. Still, as described above, views to the east comprise mainly developed land, not identified scenic resources. Accordingly, because the proposed project would not affect the identified scenic vistas to the north, and would affect eastward views only fractionally more than they are obstructed now, impacts to scenic vistas are expected to be less than significant. No mitigation is required; impacts to scenic vistas will not be discussed further in the project EIR.

- b) **No Impact.** The proposed project would not affect scenic resources, as none exist on the currently-developed project site. Project construction would be confined to the project site, and would not affect off-site scenic resources. Accordingly, no impacts to scenic resources would result, no mitigation is required, and no related discussion will be included in the project EIR.
- c) **Less than Significant Impact.** The proposed project would change the existing site and surroundings' character, but such change is expected to improve the area's aesthetic environment by removing deteriorating buildings and introducing new construction and landscaping consistent with City design standards. Aesthetic changes are subjective in nature; however, by complying with City standards, such changes are not expected to conflict with City residents' expectations for the area's aesthetic character. Accordingly, impacts associated with the proposed project are anticipated to be less than significant. No mitigation is required, and no related discussion will be included in the project EIR.
- d) **Less than Significant Impact.** The proposed project may create a new source of light and glare in the project area, but as explained below, added light or glare is not anticipated to be substantial compared to that of existing development.

Light: The project would include security lighting, but such lighting would be limited to the project parking and loading areas and in compliance with City Code Section 88.31.030 (Outdoor Lighting), would (1) be projected downward and (2) not spill over to adjacent properties. Impacts associated with new sources of light are accordingly anticipated to be less than significant. No mitigation is required, and no related discussion will be included in the project EIR.

Glare: Glare is generally described as reflected light from surfaces or atmospheric sources (fog, haze, etc.) that causes discomfort or potentially obscures vision. Examples of glare-inducing surfaces include glass or reflective metal building façades, large expanses of white or other light-colored surfaces, or arrays of photovoltaic panels. The proposed project would construct a tilt-up concrete-walled structure with glass surfaces limited to the southeast-corner surfaces. Remaining surfaces would be painted in alternating colors as shown in Figures 8-10 above. Painted concrete surfaces are typically matte, and not reflective. Moreover, the building is set within an existing industrial area on relatively level terrain; nearby viewers would primarily be occupants/workers in those buildings where impacts deriving from the new building's surfaces would be limited to the time entering and exiting neighboring buildings. Viewers from the San

Gabriel River Trail might be affected momentarily by glare from the building's west façade, but as those viewers are expected to be moving (running, cycling or walking) on the trail, any glare impacts would be limited to the amount of time those viewers would be exposed. Additionally, trail users would presumably have the ability to look away from the light-colored building surface. Accordingly, impacts associated with new sources of glare are anticipated to be less than significant. No mitigation is required, and no related discussion will be included in the project EIR.

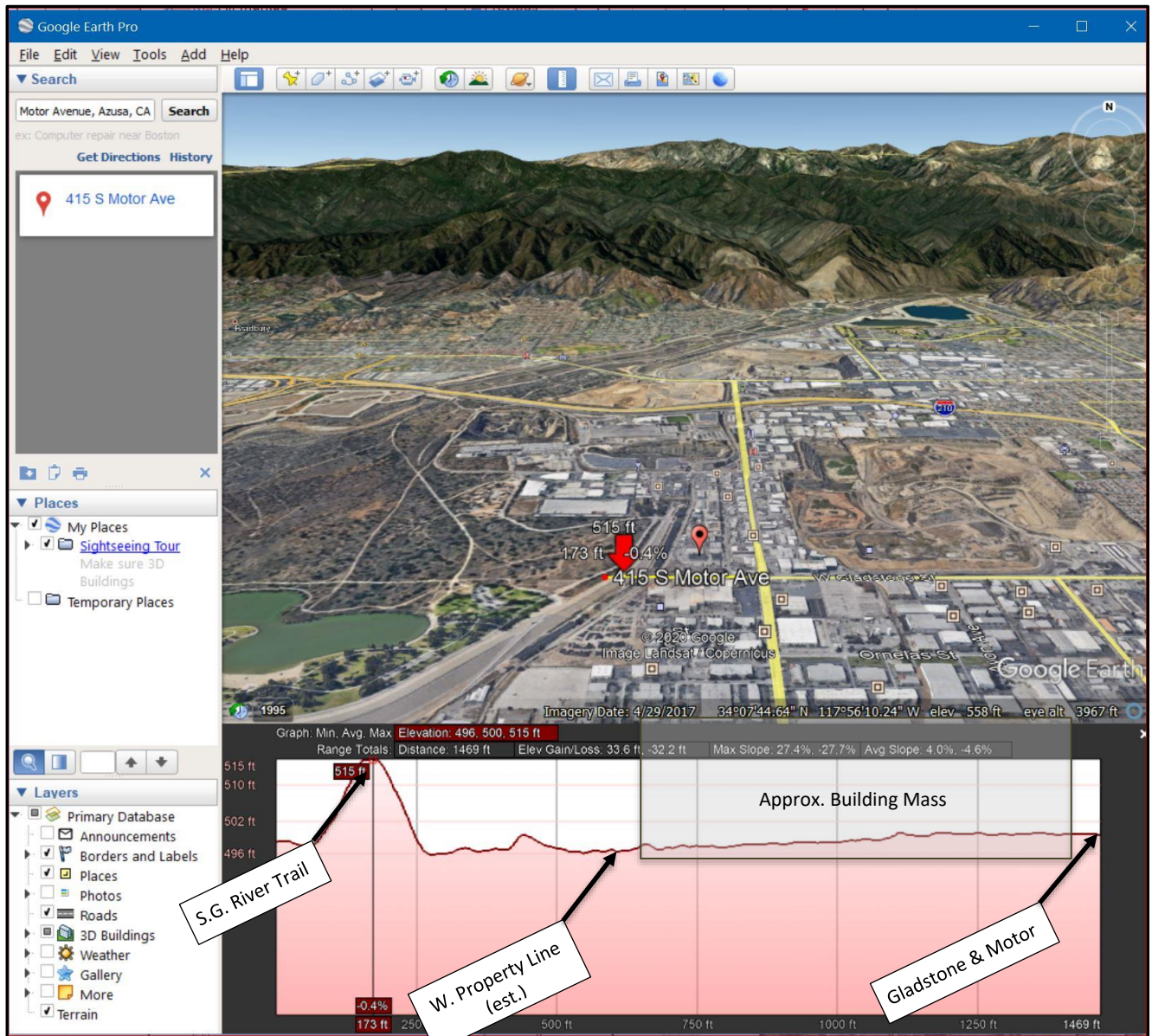


Figure 19
Overview and Elevation Profile: Site visibility from San Gabriel River Trail

Source: Google Earth Pro, v. 7.3.3.7786 (64-bit)



Figure 20

View northeast across site from San Gabriel River Trail

Source: Google Maps StreetView™

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURAL RESOURCES. <i>Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	()	()	()	(X)
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	()	()	()	(X)
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	()	()	()	(X)

a - c) **No Impact.** The GPFEIR indicates that the City of Azusa contains no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor are there any Williamson Act contracts within City limits.² The project site lies within an area dominated by various industrial and manufacturing uses. No impacts to farmland would occur, and no related discussion will be included in the project EIR.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. <i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	(X)	()	()	()
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	(X)	()	()	()
c) Expose sensitive receptors to substantial pollutant concentrations?	(X)	()	()	()
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	(X)	()	()	()

The project EIR will address impacts to air quality.

² GPDEIR, p. 4.2-1.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. <i>Would the project:</i> a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	()	()	()	(X)
b) Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	()	()	()	(X)
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	()	()	()	(X)
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	()	()	()	(X)
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	()	()	()	(X)
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	()	()	()	(X)

- a) **No Impact.** The proposed project would not affect candidate, sensitive, or special-status species because the project site is an existing developed site in an urban setting, and no habitat for such species exists. Moreover, no such species have been identified within or in the vicinity of the project area by the Azusa General Plan Environmental Impact Report. Accordingly, no impacts would occur.
- b) **No Impact.** The proposed project would not affect riparian (river, streams, arroyos, etc.) habitat or other sensitive natural communities because, as noted above and elsewhere in this document, the project site is a developed property in an urban setting and contains no riparian or other natural habitat, and is not near such habitats. No impacts would occur.
- c) **No Impact.** The sites are surrounded by urban development, and no wetlands are present onsite or nearby. To be considered a “wetland,” a site must contain the proper vegetation (i.e., a preponderance of

hydrophytes or “water-loving” plants), soils (i.e., hydric or waterlogged soils), and hydrologic conditions (i.e., inundated either permanently or periodically or saturated during the growing season of the prevalent vegetation) according to the U.S. Army Corps of Engineers (USACE) Wetlands Delineation Manual (USACE, 1987). Because no landscape features with wetland characteristics exist on or near the site, no impacts to wetlands would occur.

- d) **No Impact.** The proposed project would not interfere with fish or wildlife movement because the project sites are in a developed urban area that does not contain natural habitat or extensive ornamental vegetation that would support a native wildlife nursery site. No impacts to the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or nursery sites would occur.
- e) **No Impact.** The proposed project would not conflict with any local policies or ordinances protecting biological resources, including trees. Azusa Municipal Code Ch. 62, Art. VI, Tree Preservation, regulates trees in the public right-of-way and within proposed new subdivisions (Section 62.193). Heritage trees are defined as “tree[s] that ha[ve] historical or cultural importance/significance to the Azusa area. As indicated in the Project Description, there are no such trees on the project site or in the adjacent right-of-way (see also Figures 4-6 above, showing on-site and street trees). There are no other biological resources on the project site, which has been used for various industrial purposes for many years. No impacts with respect to resource-protection polices or ordinances are anticipated.
- f) **No Impact.** The proposed project would not conflict with any Habitat Conservation Plans, Natural Community Conservation Plans or any other local, regional, or state habitat conservation plan because no areas governed by such plans encompass or are near the project site. No impacts would occur.

Given the discussions above, the proposed warehouse project would not be anticipated to conflict with biological resources or regulations designed to protect those resources, primarily because the project site does not support such resources. No impacts to biological resources are anticipated, and no related discussion will be included in the project EIR.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. <i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	()	()	()	(X)
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to § 15064.5?	()	(X)	()	()
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	()	(X)	()	()
d) Disturb any human remains, including those interred outside of formal cemeteries?	()	(X)	()	()

- a) **No Impact.** According to the City’s General Plan, the proposed project would not change any of the City of Azusa’s remaining historical resources because none exist on or near the project site. No impacts would occur.
- b) **Less than Significant with Mitigation Incorporated.** There are no known archaeological resources on the project site. The site is previously disturbed, and the footprint of the proposed industrial building and associated ground-disturbing activities would not be significantly larger than current conditions. In the event that any archaeological resources are uncovered during project construction, adherence to Mitigation Measure CULT-1 would ensure that impacts are less than significant.
- c) **Less than Significant with Mitigation Incorporated.** There are no known paleontological resources on the project site. The site is previously disturbed, and the footprint of the proposed industrial building and associated ground-disturbing activities would not be significantly larger than current conditions. In the event that any paleontological resources are uncovered during project construction, adherence to Mitigation Measure CULT-1 would ensure that impacts are less than significant.
- d) **Less than Significant with Mitigation Incorporated.** The proposed project is not anticipated to disturb human remains; however, previously unknown burials may be accidentally revealed during construction. In the event that human-appearing remains are discovered, California state law requires that construction work stop, that the County Coroner be informed and that the remains be identified. Mitigation Measure CULT-2 sets forth the process already required by law, and would reduce impacts to cultural resources to less than significant levels.

Mitigation Measures

CULT-1 If cultural resources are encountered during ground-disturbing activities, work in the immediate area shall stop and an archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards for archaeology (NPS 1983) should be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for the California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be significant under the California Environmental Quality Act (CEQA) and

cannot be avoided by the project, additional work such as data recovery excavation may be warranted to mitigate any significant impacts to such resources.

If warranted, the archaeologist will develop a monitoring program in coordination with a Native American representative (if there is potential to encounter prehistoric or Native American resources), the project applicant, and the City. The monitoring program will also include a treatment plan for any additional resources encountered and a final report on findings.

CULT-2

The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner shall be notified immediately. If the human remains are determined to be prehistoric, the coroner shall notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and shall advise concerning appropriate and dignified treatment of the remains and associated grave goods.

The project EIR will include a discussion of cultural resources that may be affected by the proposed project and will incorporate Mitigation Measures Cult-1 and Cult-2. With mitigation in place to ensure that previously-undiscovered resources are given appropriate treatment and respect, remaining impacts to cultural resources are anticipated to be less than significant.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. <i>Would the project:</i> a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	()	()	(X)	()
b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	()	()	()	(X)

a) **Less Than Significant Impact.** The proposed warehouse construction project would not be expected to result in significant environmental impacts associated with wasteful, inefficient or unnecessary consumption of energy resources, simply because it would not be in the project proponent’s interest to use – and pay for – excessive energy resources (e.g. motor fuels, electricity, natural gas, etc.). “Wasteful” energy consumption implies that the energy *actually* used to construct and operate a project greatly exceeds that *required* to do so. It would be unreasonable, and economically inefficient, to use substantially greater amounts of energy resources than needed either to construct or to operate the proposed facility. Although the proposed warehouse’s purpose is not specified, it is more likely than not that future users would consume energy resources (electricity, natural gas, fuels, etc.) to the extent that a significant environmental impact would occur.

b) **Less Than Significant Impact.** The proposed warehouse project would not be expected to conflict with or obstruct renewable energy or energy efficiency plans, largely because project construction (and building

mechanical operation) is subject to Title 24, Part 11 California Green Building Standards Code (CalGreen). CalGreen sets forth stringent requirements for energy efficiency in building operation (which must be met in order for a building permit to be issued) and which are intended to implement associated state and local plans. No impacts are anticipated.

The proposed warehouse project is not anticipated to cause significant environmental impacts from wasteful energy use, and is likewise not anticipated to obstruct energy-efficiency or renewable energy implementation plans. No further discussion will be included in the project EIR.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS. <i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	()	()	(X)	()
ii) Strong seismic ground shaking?	()	()	(X)	()
iii) Seismic-related ground failure, including liquefaction?	()	()	(X)	()
iv) Landslides?	()	()	(X)	()
b) Result in substantial soil erosion or the loss of topsoil?	()	()	(X)	()
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	()	()	(X)	()
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	()	()	()	(X)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	()	()	()	(X)

- a
- i. **Less than Significant.** The proposed warehouse project would not be anticipated to expose people or structures to substantial risk of loss, injury or death involving rupture of a known earthquake fault, beyond those risks that already exist in southern California. Figure 21 below shows the project’s location with respect to known faults in the vicinity. There are no delineated fault traces that cross the project site. The GPFEIR identifies four major faults within a 100 km radius of the City: Sierra, Raymond, Whittier, and San Andreas Central. None of these is known to traverse the project site. The GPFEIR notes that the closest active fault zone to the City is the Sierra Madre Fault Zone approximately 1.2 miles north of the center of the City (GPFEIR, p. 4.6-8). Accordingly, while risk associated with earthquake fault rupture always exists in this region, project construction would not increase those risks because the project would not be constructed within a known fault zone. Moreover, project construction must comply with structural and seismic requirements of the California Building Code (2019 California Building Code, Title 24, Part 2, Vol. 2, Ch. 19A, Concrete, available at <https://codes.iccsafe.org/content/CABCV22019/chapter-19a-concrete>, accessed November 4, 2020) which would reduce risk of loss, injury or death from fault rupture. Accordingly, although risk from earthquakes is a certainty in southern California, the proposed project would not substantially increase that risk. Impacts associated with fault rupture are anticipated to be less than significant, and no mitigation beyond compliance with the Building Code is required.
 - ii. The proposed project *would* likely expose people or structures to seismic ground shaking, but the degree of exposure is not anticipated to be greater than what already exists in the project area. The GPFEIR notes that the City of Azusa lies within the San Gabriel Valley, which contains both active and potentially active faults and is considered a region of high seismic activity (GPFEIR, p. 4.6-8). Project construction would be required to conform to the California Building Code’s seismic design parameters for concrete construction, which are intended to reduce substantial adverse to structures, and by extension, to people. Impacts caused by the project that would be associated with strong seismic ground shaking are thus anticipated to be less than significant, and no mitigation beyond compliance with the Building Code is required.
 - iii. The proposed project is not likely to expose people or structures to risks from ground failure or liquefaction (sudden fracture and re-liquification of saturated granular soils), because as the project site is not in an area prone to such ground failure (Azusa General Plan Update, Figure Geo-4, Liquefaction Potential, available at <https://ci.azusa.ca.us/DocumentCenter/View/220/Chapter-5?bidId=> (accessed November 4, 2020)). Associated impacts caused by the project are anticipated to be less than significant.
 - iv. The proposed project is not likely to expose people or structures to substantial risks from landslides, simply because the project area is relatively flat, and landslide-prone terrain lies several miles to the north of the project site (General Plan Update Figure Geo-4, cited above). Associated impacts caused by the project are anticipated to be less than significant.
- b) **Less than Significant Impact.** The proposed project is not anticipated to result in substantial soil erosion or loss of topsoil, because the project proponent will be required to contain runoff and siltation from the

site per the provisions of a Stormwater Pollution Prevention Plan. This plan, which is subject to City approval, must include erosion-control and sediment-control Best Management Practices (BMPs) to manage potential construction-related pollutants. Erosion-control BMPs, such as site watering during grading operations, are designed to prevent erosion, and sediment controls, such as burlap rolls around catch basins, are designed to trap sediment once it has been mobilized by wind or water. With these measures in place, remaining impacts associated with soil erosion are anticipated to be less than significant.

- c) **Less than Significant.** The proposed project site is not unstable nor would likely become unstable as a result of the proposed project, because the site has been developed since the early 1960s and the on-site buildings and adjacent buildings, including silo structures, do not show evidence of unstable soils – no structures on or in the vicinity of the project site are tilting, cracked, deformed or otherwise. As noted in a(iii) above, the project site is not in an area prone to liquefaction risk. Finally, the project site is relatively level and surrounded by relatively level terrain. Accordingly, risks associated with unstable soils are anticipated to be less than significant.
- d) **Less than Significant.** The proposed project would not be located on expansive soils (such as soils with high components of expansive clays). The Phase 1 Geotechnical Report prepared for the project indicates that the subject property’s soils consist of poorly-graded and well-draining sand and gravel, large cobbles and boulder, characteristic of the alluvial plain of the San Gabriel River (Salem Engineering Group, *Final AAI Phase I Environmental Site Assessment, Proposed Industrial Building, 411-435 South Motor Avenue, Azusa, CA* (August 3, 2020), p. 6). Such soils are not considered expansive because they do not absorb water; rather, they drain water quickly. Salem Engineering cites one investigation that found no moist or saturated zones as deep as 150 below the ground surface (id.). Accordingly, risks associated with expansive soils are considered to be negligible. No impacts would occur.
- e) **No Impact.** The project does not include any proposed septic systems, and properties within the City are generally connected to sanitary sewer mains (GPFEIR, p. 4.6-13). No impacts would occur.

As explained above, impacts related to the project’s exposure of people or structures to geology and soils hazards, or the project’s contribution to adverse effects resulting from geological phenomena or soil instability are generally anticipated to be less than significant. Project construction would be required to comply with the California Building Code’s provisions relating to seismic safety. No additional mitigation is required, and this topic will not be explored further in the project EIR.

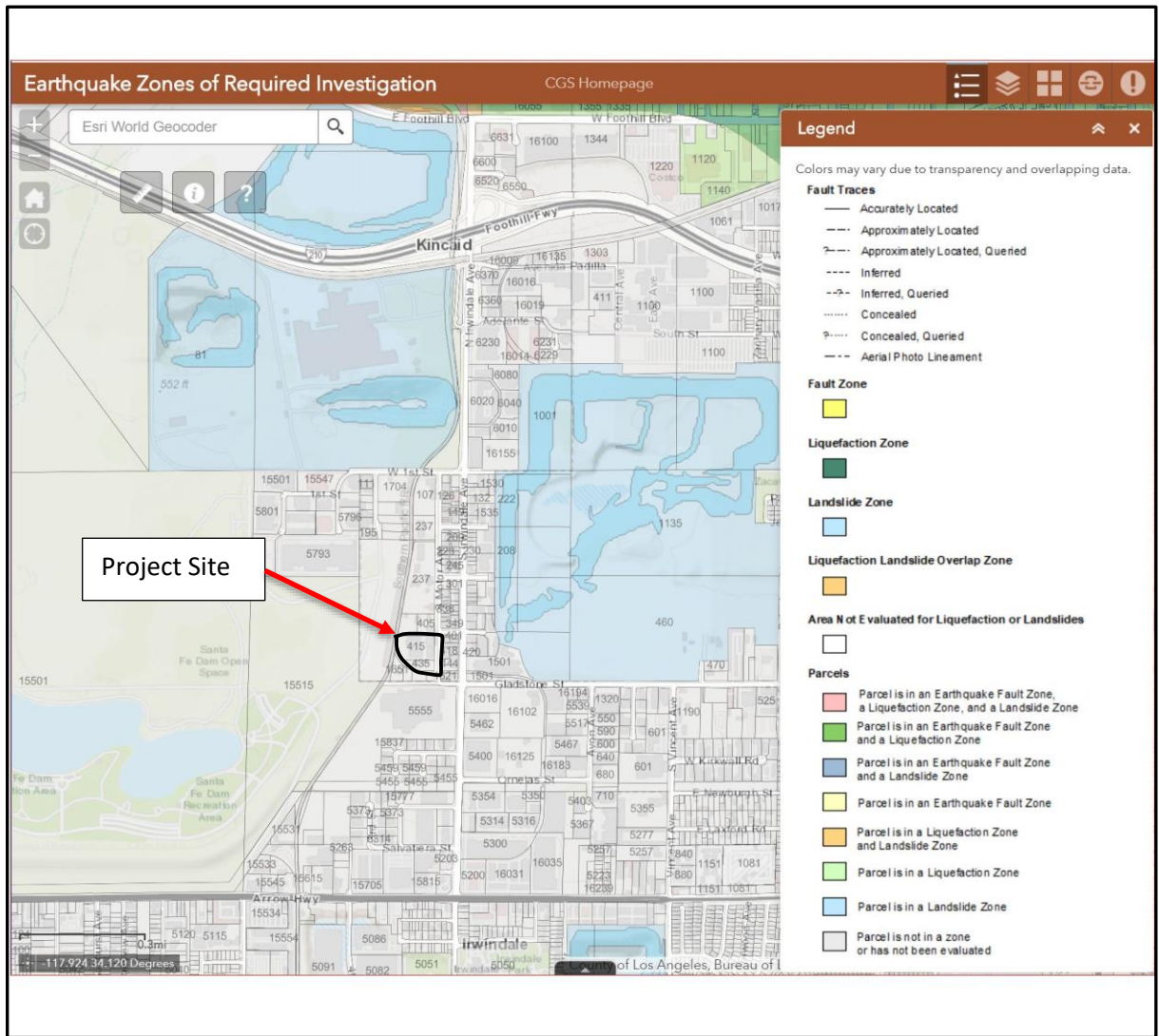


Figure 21

Earthquake and Liquefaction Areas in Project Vicinity

Source: California Dept. of Conservation, *EQ Zapp California Earthquake Hazards Zone Application*, available at <https://www.conservation.ca.gov/cgs/geohazards/eq-zapp> (accessed November 5, 2020)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. <i>Would the project:</i>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	()	()	(X)	()
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	()	()	(X)	()

The project EIR will address impacts associated with greenhouse gas emissions.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND WASTE MATERIALS. <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	()	()	(X)	()
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident considerations involving the release of hazardous materials into the environment?	()	(X)	()	()
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?	()	()	(X)	()
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	()	(X)	()	()
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	()	()	()	(X)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	()	()	()	(X)
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	()	()	(X)	()
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	()	()	()	(X)

The project EIR will address impacts associated with hazards and hazardous materials.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. <i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	()	()	(X)	()
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	()	()	(X)	()
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	()	()	(X)	()
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	()	()	(X)	()

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	()	()	(X)	()
f) Otherwise substantially degrade water quality?	()	()	(X)	()
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	()	()	()	(X)
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	()	()	()	(X)
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	()	()	(X)	()
j) Inundation by seiche, tsunami, or mudflow?	()	()	()	(X)

a, f) **Less than Significant Impact.** The proposed project would not be expected to violate water quality standards or waste discharge requirements, or otherwise degrade water quality, because project construction and operation would be subject to compliance with City storm water standards as outlined in the Municipal Code, Storm Water Management and Discharge Control, and Los Angeles Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) requirements. These regulations apply to a large class of development projects and are designed to minimize impacts to waterways. Although various pollutants would likely be used during project construction and operation (fuel, lubricants, heavy metals, construction and cleaning chemicals, wash water, paints, wood, paper, concrete, etc.), these regulatory measures would minimize the potential for waste material to be carried by runoff water or to be directly “released” from the project site.

Specifically, prior to issuance of any Grading or Building Permit, as part of the future development’s compliance with the NPDES requirements, the project applicant or successor must submit a Notice of Intent to the Los Angeles RWQCB providing notification and intent to comply with State of California General Construction Permit. The project applicant or successor might then be required to submit a Storm Water Pollution Prevention Plan (SWPPP) for approval by the Director of Public Works and the City Engineer for construction activities on site. A copy of the SWPPP must be made available and implemented at the construction site at all times. The SWPPP must outline the “best management practices” (BMPs) that would be used to avoid or mitigate runoff pollutants at the construction site, to the maximum extent practicable. With these measures in place and continued compliance as enforced by the City Building Inspector, related impacts to water quality would be less than significant.

b) **Less than Significant Impact.** The proposed warehouse project would not likely substantially deplete groundwater supplies so as to affect the groundwater table or to deprive existing land uses because the warehouse project is not anticipated to consume significant amounts of water. Although future uses of the warehouse are not known at the time of this writing, they would not likely include high-water-consuming uses such as cannabis cultivation, as the Azusa Municipal Code Sections 88.42.035(E) and (F) prohibit

medical and commercial cannabis cultivation in the City. Any water use, such as landscape irrigation, by the project would be controlled by mandatory state and local water conservation measures, and the project does not propose intensive water-consuming uses at this time. The proposed landscape plan shows only low-water-use plant material (see Figure 16 above). Additionally, the proposed project would not increase local interference with groundwater recharge beyond baseline conditions, because the physical footprint of impervious features of the site would not change as compared to existing conditions. Accordingly, impacts to groundwater supplies or recharge would be less than significant.

- c, d) **Less than Significant Impact.** The proposed warehouse project would not substantially alter the existing drainage pattern of the site or contribute to excess runoff because (1) the site is already developed with structures and impervious surfaces, which drain to the existing catch basins on Motor Avenue, and (2) the project is subject to the regulations described in (a) above, whereby storm water runoff from the sites during both construction and operation would be moderated by various BMPs. The sites and surrounding areas are not near a stream or river. The sites are relatively flat and required BMPs would retain erodible material on-site during construction. Accordingly, impacts related to erosion or siltation are anticipated to be less than significant.
- e) **Less than Significant Impact.** The proposed project would not be expected to overburden the existing storm water drainage system, nor to generate substantial polluted runoff, because (1) the degree of surface runoff would not change significantly from the existing levels, since the site has been previously developed with structures and impervious surfaces, or are surrounded by the same, and (2) all construction and operation would be subject to the regulations described in (a) above, minimizing pollutants carried through storm water runoff. The project's drainage design would also be required to comply with City drainage standards, which account for existing storm drain capacity and require improvements as necessary. Accordingly, impacts related to excessive runoff water and storm drain capacity are anticipated to be less than significant.
- g, h) **No Impact.** The proposed warehouse project would not place housing or other structures in a 100-year flood hazard area, because the project sites and surrounding areas are not so designated (GPFEIR, Fig. 4.8-4). No impacts would occur.
- i) **Less than Significant Impact.** The proposed warehouse project is not anticipated to expose people or structures to a greater risk of loss, injury or death involving flooding/inundation than already exists at the project site. The site lies immediately east of the Santa Fe Dam and San Gabriel River levee system, and like most of the City, lies within the inundation area of three dams (GPFEIR, Fig. 4.8-5). However, the proposed project would not change the level of exposure of people or structures to inundation, because the site has previously been developed and occupied. Moreover, the proposed use is not considered "sensitive," a "critical facility," or a "high-occupancy" facility, each of which require special scrutiny under the General Plan (GPFEIR, p. 4.8-10). Accordingly, the project would not contribute substantially to significant flood risk. Impacts are anticipated to be less than significant.
- j) **No Impact.** The proposed project would not expose people or structures to seiche (waves generated by wind or earth movement in a bay or inland water body), tsunami or mudflow, because the project site is not located near any body of water that would be considered susceptible to seiche, and the site is considerably removed from any tsunami hazard zone along the Pacific Ocean (GPFEIR, p. 4.8-12). The project site and surrounding area relatively flat, fully urbanized, and not near undeveloped upland that could generate mudflows. No impacts would occur.

Given the discussion above, impacts related to hydrology and water quality are anticipated to be less than significant or non-existent, no mitigation is required and no further discussion will be included in the project EIR.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. <i>Would the project:</i> a) Physically divide an established community?	()	()	()	(X)
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	()	()	()	(X)
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	()	()	()	(X)

- a) **No Impact.** The proposed warehouse project would not physically divide an established community, because the project site is within a City block that is already developed with industrial buildings. The project would occur entirely within the footprint of the existing lots and would not create a physical barrier such as a wall, street vacation, etc. No associated impacts are anticipated.
- b) **Less than Significant.** The proposed project would not conflict with either the City of Azusa General Plan or the Azusa Municipal Code because the project site is designated for industrial uses by both documents, and the project would develop an industrial use. No impacts with respect to land use conflicts are anticipated.
- c) **No Impact.** There are no habitat conservation plans or natural community plans that apply to the site or to the City generally (GPFEIR, p. 4.9-17). Accordingly, no conflicts with such plans would occur.

Given the discussion above, the proposed warehouse project is not anticipated to result in conflicts with land use plans and would not divide an established community. No mitigation is required, and no further discussion is needed in the project EIR.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. <i>Would the project:</i> a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	()	()	()	(X)
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	()	()	()	(X)

a, b) **No Impact.** The proposed project would not result in the loss of availability of known mineral resources, in part because the site has previously been developed for industrial uses and is not mapped as a mineral-resource recovery area. There are three principal aggregate mines in and near the City, and none would be affected by the project (GPFEIR, Fig. 4.10-1). Accordingly, no impacts to mineral resources are anticipated.

Given the discussion above, particularly that the project site is not and has not been an aggregate-resource mining site (see Salem Engineering, pp. 5-3 – 5-4), impacts associated with losses to mineral resource availability are not anticipated. No mitigation is required, and no further discussion is needed in the project EIR.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. <i>Would the project result in:</i> a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	()	()	(X)	()
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	()	()	(X)	()
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	()	()	(X)	()
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	()	()	(X)	()
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	()	()	()	(X)
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	()	()	()	(X)

a-d) **Less than Significant Impact.** The proposed project would not increase human exposure to greater noise and/or vibration levels than exist now, because the project site is at least 3,000' to 4,000' from sensitive receptors (residences south of Arrow Highway) and is separated from them by other industrial and commercial land uses that generate noise. Sensitive receptors as those land uses that require or are otherwise adversely affected by noise events or conditions. Examples of sensitive receptors include schools, libraries, churches, hospitals, single and multi-family residential housing, motels, and hotels.

The project site is in an area of the City that is both designated by the General Plan and zoning code for industrial uses. It is presently developed with industrial structures, was previously used for industrial purposes, and industrial uses are proposed for the project.

The Santa Fe railroad tracks are adjacent to the project site, and passing trains generate both noise and vibration. The proposed project would not change train schedules or routes, thus would not result in increased effects from railroad operations. The proposed warehouse project would not be a high-human-occupancy use, and thus would not expose substantially more people to railroad noise and vibration than existed previously.

In addition, no permanent increase in ambient noise levels are anticipated as compared to the previous irrigation parts-storage/distribution use as the new use would also be for storage and (likely) distribution.

Although there would be noise emissions during demolition and construction at the site, they would be temporary in nature and would take place in an industrial area where no sensitive receptors are present. Additionally, the City noise ordinance would apply, which (Municipal Code § 46-401 et seq) to provide an enforcement mechanism against excessive noise. Accordingly, impacts resulting from temporary or permanent noise are anticipated to be less than significant.

- e, f) **No Impact.** The proposed project would not expose people to excessive noise levels from public or private airports/airstrips more than exists now, because the project site has already been developed and occupied. Moreover, no airports are located within two miles of the City. Accordingly, the project would not exacerbate airport noise impacts on people. No impacts are anticipated.

Given the above discussion, impacts associated with noise and vibration are generally anticipated to be less than significant or would not occur. No mitigation is required and no further discussion is needed in the project EIR.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. <i>Would the project:</i> a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	()	()	(X)	()
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	()	()	()	(X)
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	()	()	()	(X)

- a) **Less Than Significant Impact.** The proposed project is not expected to induce substantial population growth in the City or the vicinity, because it would not create a high-employment facility and would not introduce dense housing. The proposed warehouse use may employ +/- 110-150 workers, as extrapolated from Municipal Code parking requirements and including vanpool and bicycle parking spaces. It is not known and likely too speculative to consider that these workers would add to Azusa's population, as the City lies within the San Gabriel Valley and the larger Los Angeles region, where most of the workforce commutes to places of employment. The most recent data about Azusa from the Southern California Association of Governments (SCAG) indicate that there were 19,479 jobs within the City, and that only 10% of Azusa workers are employed where they live (SCAG, 2019 Local Profile of the City of Azusa, p. 21, available at <https://www.scag.ca.gov/Documents/Azusa.pdf> (accessed November 6, 2020)). The proposed project would generate approximately 0.57% to 0.77% new jobs to the City's 2017 totals. This minor increase is not likely to induce substantial population growth. Impacts are anticipated to be less than significant.
- b,c) **No Impact.** The project site is currently occupied by abandoned industrial buildings. The proposed project would involve the demolition of these structures and the construction of a single industrial building. Accordingly, the project would not displace housing or people as no housing exists on the site or within the surrounding industrial area. No impacts would occur.

Given the discussion above, the proposed warehouse project is not anticipated to induce substantial population growth, and will not displace housing. No mitigation is required, and no further discussion is needed in the project EIR.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>15. PUBLIC SERVICES. <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i></p>				
a) Fire protection?	()	()	(X)	()
b) Police protection?	()	()	(X)	()
c) Schools?	()	()	(X)	()
d) Parks?	()	()	(X)	()
e) Other public facilities?	()	()	(X)	()

a-e) **Less than Significant Impact.** The proposed warehouse project is not anticipated to result in substantial adverse impacts related to new construction of public facilities off-site, because as further described below, it replaces an existing set of industrial warehouse and manufacturing buildings that were previously served by these facilities.

(a) The Los Angeles County Fire Department (LACFD) provides fire protection and emergency medical services (EMS) to the City of Azusa. According to the General Plan EIR, LACFD maintains a ratio of 0.93 firefighters per 1,000 residents. There are two LACFD stations within the City of Azusa, Nos. 32 and 97. The LACFD uses national guidelines of a five-minute response time for the first arriving unit for fire and EMS responses and eight minutes for the advanced life support (paramedic) unit in urban areas. The proposed project is not anticipated to increase demand for fire protection, in part because the new structure will comply with current fire codes (thereby reducing fire risk and response likelihood); additionally, there are at least three existing fire hydrants along Motor Avenue adjacent to the project site, so no new fire hydrant infrastructure would be required. Associated impacts are anticipated to be less than significant.

(b) The Azusa Police Department (APD) provides police protection services to the City. There are 1.3 sworn officers for every resident according to the General Plan EIR. Priority one calls average 3.03-minute response times. The proposed warehouse project would not likely require substantial changes to police protection than already exist, because the site has been previously developed for industrial uses and is presumably part of the police department's existing response practices. Moreover, the property would be fenced and restrict unauthorized entry; additionally, the project proponent is requesting permission to operate on a 24/7 basis. Such activities tend to discourage crime (particularly breaking and entering) since workers and security personnel are always present. Accordingly, the proposed project is not likely to

require constructing new police facilities that would generate environmental impacts. Associated impacts from the project on police facilities are anticipated to be less than significant.

- (c) The City is served by the Azusa Unified School District (AUSD), which provides education for K-12 for the residents of Azusa. The district currently operates 12 elementary schools, three middle schools, three high schools, and one adult program (located in Glendora), serving approximately 7,000 students (Azusa Unified School District (USD), *About Our District*, available at <https://www.azusa.org/Page/637> (accessed November 6, 2020). The District's website does not indicate that its facilities are presently overcrowded or that it will require new facilities to meet new demand, although the 2003 GPFEIR indicates that all school were over capacity, and that modular buildings would be used to accommodate the demand (GPFEIR, p. 4.13-8). Existing projects funded by local bond Measures I and K would be subject to independent CEQA review (Azusa USD, *About Measure K/COC*, available at <https://ca50000573.schoolwires.net/domain/26>, accessed November 6, 2020). However, as discussed in Part 14(a) above, the increase in worker population and associated demand on school facilities is not expected to be substantial to a degree that new, unplanned facilities are required, or where environmental impacts would not be addressed. Associated impacts are anticipated to be less than significant.
- (d) The City is served by 23 parks and five recreational facilities (City of Azusa, *Parks and Facilities*, available at <https://www.ci.azusa.ca.us/249/Parks-Facilities> (accessed November 6, 2020). The City's website does not indicate whether new facilities are planned, but any new construction would be subject to independent CEQA review. The proposed project may introduce new population to the City, but as discussed in Part 14(a) above, the increase in population and associated demand on park facilities is not expected to be substantial. Impacts are anticipated to be less than significant.
- (e) The proposed warehouse project is not anticipated to require construction of or additions to other public facilities, such as storm drainage infrastructure, such that off-site environmental impacts would be generated. The project would replace an existing set of warehouse and manufacturing buildings, and would not be expected to increase demand on public facilities greater than currently exists. Impacts are anticipated to be less than significant.

The project proposes to construct and operate a warehouse on a site designated and zoned for industrial uses. The GPFEIR evaluated the industrial designation for the area, as well as the then-anticipated City buildout. Impacts to public facilities generally were considered to be less than significant, and no mitigation measures were required (GPFEIR, p. 4.13-10). Given the discussions above, the proposed project would not be anticipated to affect existing public facilities to the extent that new, unplanned facilities would be required, generating unforeseen physical impacts to the environment. Accordingly, impacts would be less than significant. No mitigation measures are required, and no further discussion is needed in the project EIR.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION. <i>Would the project:</i>				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	()	()	(X)	(X)
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	()	()	()	(X)

- (a) **Less Than Significant Impact.** As discussed in Part 15(d) above, the proposed warehouse project is not anticipated to require new, unplanned park construction. Similarly, the project is not anticipated to introduce a substantial park-using population such that facilities would be deteriorated. Even if the potential 110-150 workers and their families were *new* Azusa residents, that number of individuals would still be a small percentage of Azusa’s 2018 population of 49,954 (SCAG, City of Azusa Profile, cited above), even assuming that they would all use City and regional parks. Accordingly, the project is not anticipated to cause substantial direct or secondary physical impacts to park facilities. No mitigation is required, and no further discussion is needed in the project EIR.
- (b) **No Impact.** The proposed warehouse project is a stand-alone development that does not include recreational facilities, nor would it require facility construction. No associated impacts are anticipated.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION/TRAFFIC. <i>Would the project:</i>				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	(X)	()	()	()
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) (Criteria for Analyzing Transportation Impacts)?	(X)	()	()	()
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	()	()	()	(X)

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	()	()	(X)	()
e) Result in inadequate emergency access?	()	()	(X)	()

The project EIR will address impacts associated with traffic and transportation and incorporate a discussion of the significance thresholds where “less than significant” or “no impact” are indicated.

- a) **Less than Significant Impact.** The proposed industrial building does not include any features that would be contrary to circulation system plans or programs, or that would affect alternative transportation, or the transportation network in the City or region. Alternative transportation would not be affected by project implementation as all project features would be entirely within the project site. Impacts are anticipated to be less than significant.
- b) **Potentially Significant Impact.** The Traffic Safety Analysis referenced above indicated that the project could potentially exceed the City’s threshold for vehicle miles traveled (VMT) for a single project. Accordingly, this impact could be significant, and will be discussed in greater detail in the project EIR.
- c) **No Impact.** There are no public or private airports within two miles of any of the project site. No impacts to air traffic patterns would occur.
- d) **No Impact.** The proposed project would not introduce hazardous features to local streets, as any necessary public right-of-way improvements would be supervised by the City of Azusa, which would ensure that all proposed infrastructure met current codes and proper engineering design.
- e) **No Impact.** No aspects of the proposed project would involve the construction or blockage of any roads that could impede emergency access in the City or surrounding areas. No impacts would occur.

Issues and Supporting Information Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>18. TRIBAL CULTURAL RESOURCES</p> <p><i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i></p>				
<p>a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</p>	()	()	(X)	()
<p>b) A resource determined by the lead agency, in its direction and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	()	(X)	()	()

- a) **Less than Significant Impact.** As discussed in Part 5(a) above, the proposed project would not affect identified historic resources or potentially historic resources on or near the project site. Impacts would be less than significant.
- b) **Less than Significant with Mitigation Incorporated.** As discussed in Part 5(b) above, *Cultural Resources*, no evidence of archaeological resources, cemeteries or other evidence exists directly indicating the presence of Tribal cultural resources on the project site. Nevertheless, the potential to disturb Tribal cultural resources remains since previously-undiscovered resources may still be present. The City is complying with PRC § 5024.1(c) and is reaching out to Tribal representatives who have requested notification, and who may provide new information about the site and environs. Inadvertent damage to Tribal cultural resources during site grading represents a potentially significant impact. As discussed in Part 5(b), implementation of Mitigation Measures CULT-1 and CULT-2 is expected to reduce impacts to less than significant levels.

The project EIR will address tribal cultural resources that may be affected by the proposed project and will incorporate Mitigation Measures Cult-1 and Cult-2. With mitigation in place to ensure that previously-undiscovered resources are given appropriate treatment and respect, remaining impacts to tribal cultural resources are anticipated to be less than significant.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. <i>Would the project:</i> a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	()	()	(X)	()
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	()	()	(X)	()
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	()	()	()	(X)
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	()	()	(X)	()
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	()	()	()	(X)

- a) **Less than Significant Impact.** The proposed warehouse project is not anticipated to require new utilities and service systems, as the project would re-develop a site that has been connected to those systems. In the event that new connections are required (such as a sanitation line connection), the project applicant would comply with the Sanitation District requirements, which are in part designed to minimize adverse environmental effects.
- b) **Less than Significant Impact.** The proposed warehouse project is a land use that does not require substantial volumes of water to operate. The City of Azusa prohibits indoor cultivation of cannabis, which would be the most likely water-consuming use in an enclosed warehouse structure if it were allowed (Azusa Municipal Code §§ 88.42.035(E) and (F)). The proposed landscape materials are low-water-using plants, and would not be expected to exceed available water supplies in dry or multiple-dry years. Impacts associated with water supply are anticipated to be less than significant.
- c) **No Impact.** The proposed warehouse project is not anticipated to generate substantial volumes of wastewater, as the project plans show limited restroom facilities in the proposed office area (two toilets, one urinal, no showers; full-size project plans available on request).
- d) **Less than Significant Impact.** The proposed warehouse project is not anticipated to generate volumes of solid waste exceeding local standards, simply because the primary use is expected to be storage and transfer of materials, not manufacturing or other waste-generating use.

- e) **No Impact.** The proposed warehouse project is not anticipated to operate in noncompliance with solid waste regulations, because as noted in (d) above, the project is not anticipated to generate substantial volumes of solid waste, and in general must comply with California Code of Regulations § 17202 et seq, Minimum Standards for Solid Waste Handling and Disposal, or face enforcement action. Accordingly, no impacts associated with improper waste handling are anticipated.

Given the discussions above, impacts to utilities and service systems are anticipated to be less than significant or non-existent. No mitigation is required, and no further discussion is needed in the project EIR.

Issues and Supporting Information Sources:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
20. Wildfire. <i>Would the project:</i> a) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project impair an adopted emergency response plan or emergency evacuation plan?	()	()	(X)	()
b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	()	()	(X)	()
c) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	()	()	(X)	()
d) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	()	()	(X)	()

- a) **Less than Significant Impact.** The project site is not in or near state responsibility areas or land classified as very high fire severity zones (Figure 22 below). The project would be constructed in a densely urbanized area of the City of Azusa along existing streets. Impacts would be less than significant.
- b) **Less than Significant Impact.** The warehouse project area is located south of a very high fire severity zone (Fig. 22), and as such, could expose occupants to wildfire pollutants. However, most workers

would be inside the warehouse, which would have HVAC systems that would reduce risks from wildfire smoke. Accordingly, impacts to occupants are anticipated to be less than significant.

- c) **Less than Significant Impact.** The proposed project is not located in or adjacent to very high fire severity zones (Fig. 22). Associated impacts are anticipated to be less than significant.
- d) **Less than Significant Impact.** The proposed project is not located in a state responsibility area or a very high fire hazard severity zone (Fig. 22), is on relatively level ground that does not have the potential for landslides, and is at least two miles south of landslide-prone terrain. Mudflow or excessive runoff from slopes to the north would be expected to be contained by the adjacent levee and the Santa Fe Dam. Accordingly, the proposed project would not be expected to expose people or structures to associated risks. Impacts are anticipated to be less than significant.

Given the discussion above, impacts caused by the proposed project associated with wildfire risk are anticipated to be less than significant. No mitigation is required, and no further discussion is needed in the project EIR.

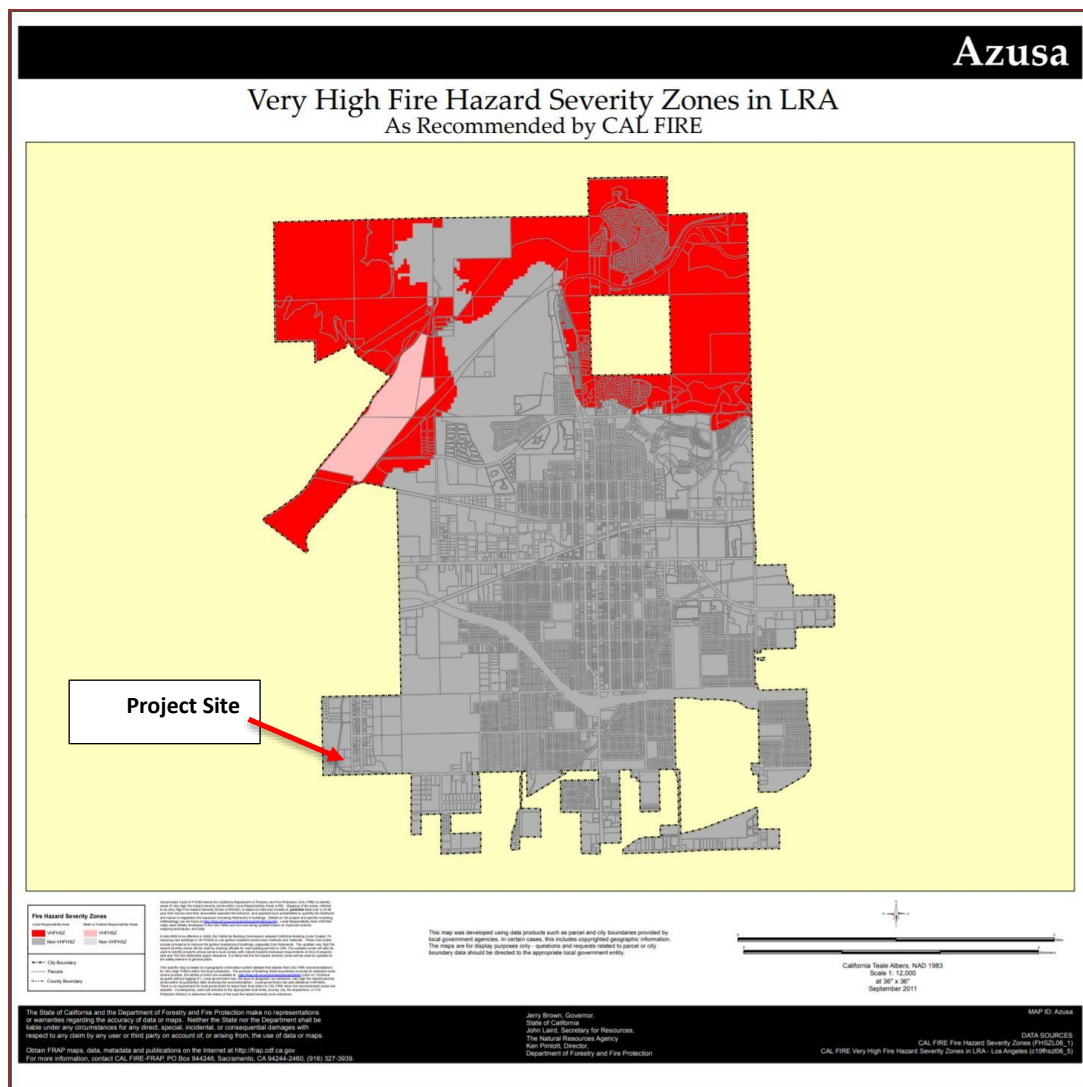


Figure 22

CalFire Very High Fire Severity Zone Map in LRA

Source: CalFire, *Very High Fire Hazard Severity Map, Azusa*, available at <https://osfm.fire.ca.gov/media/5803/azusa.pdf> (accessed November 6, 2020)

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE				
a) A lead agency shall find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur:				
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	()	()	(X)	()
2) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	()	()	(X)	()
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	(X)	()	()	()
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	()	()	()	(X)

a) **Potentially Significant Impact.** The proposed project does not have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten or eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal. The project is not anticipated to eliminate important examples of the major periods of California history or prehistory; however, the City is notifying interested Tribes to understand whether mitigation is necessary. The project site is located in a developed area, currently developed with industrial buildings and surface parking, and is surrounded by urban industrial development. The project EIR will address identified impacts that may be significant,

such as impacts associated with air quality, greenhouse gas emissions, transportation, and tribal cultural resources.

- b) **Less than Significant Impact.** The proposed project generally is not anticipated to result in environmental impacts that are individually limited, but cumulatively considerable. However, incremental impacts resulting from development and operation of the proposed project and other cumulative projects that would be under construction include increased traffic and vehicle miles traveled, generation of greenhouse gas, increased short-term and long-term air quality emissions; these will be addressed in the project's focused EIR. Increased use of domestic water, generation of wastewater and solid waste, and short-term construction noise and long-term operational noise impacts are considered to result in less than significant impacts. The discussion contained in this Initial Study concluded that remaining impacts are each less than significant or can be mitigated to a less than significant level.

- c) **Less than Significant Impact.** Based on the analysis of the project's impacts provided in this Initial Study, there is no indication that this project could result in substantial adverse effects on human beings. The analysis above does not indicate substantial adverse impacts to human beings. Impacts are anticipated to be less than significant.

TECHNICAL STUDIES PREPARED FOR THIS PROJECT AND WHOLLY INCORPORATED BY REFERENCE:

- Air Quality Assessment. Willdan Engineering.
- Greenhouse Gas Assessment. Willdan Engineering.
- Phase I Environmental Site Assessment. Salem Engineering Group.
- Trip Generation Memorandum. Willdan Engineering
- Vehicle Miles Traveled (VMT) Analysis (in process).

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Willdan Engineering

2020 Greenhouse Gas Assessment (to be prepared and incorporated into the project EIR)

Willdan Engineering

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2020 Vehicle Miles Traveled (VMT) Analysis (to be prepared and incorporated into the project EIR)