



Mitigation Monitoring and Reporting Program

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

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



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



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



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



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

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<p>proportional nexus to the Project's level of impact, as the source of a large majority of these emissions is tailpipe emissions from cars and trucks traveling to and from the Project site. The City of Irwindale does not have the jurisdictional authority or enforcement capacity to regulate motor vehicle engines, fuel type use, or the types of vehicles that access the Project site. As such, it is concluded that the Project's long-term emissions of VOCs and NO_x would result in a significant and unavoidable impact on both a direct and cumulatively considerable basis.</p>					
<p><u>Threshold c:</u> Project emissions during construction and operation would not exceed the SCAQMD's LSTs for CO, NO_x, PM₁₀, or PM_{2.5}. The carcinogenic risk attributable to TAC emissions from the proposed Project would not exceed the SCAQMD threshold for direct and cumulatively considerable emissions. Non-cancer risks would also be below the SCAQMD's threshold for direct and cumulatively considerable emissions and would be less than significant. Emissions also would not exceed LSTs and would not cause or contribute to a CO "Hot Spot."</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<p><u>Threshold d:</u> Although short-term construction activities and long-term operational land uses could produce objectionable odors, compliance with standard construction requirements and regulations established by the City of Irwindale and SCAQMD would reduce odor impacts to less-than-significant levels.</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant

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Near- and long-term odor impacts would be less than significant.					
4.3 Energy					
Summary of Impacts					
Threshold a: The amount of energy and fuel consumed by construction and operation of the Project would not be inefficient, wasteful, or unnecessary. Furthermore, the Project would not cause or result in the need for additional energy facilities or energy delivery systems. Accordingly, the Project's impacts associated with energy consumption would be less than significant.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
Threshold b: The Project would not cause or result in the need for additional energy production or transmission facilities. The Project would not engage in the wasteful or inefficient uses of energy and the Project would not obstruct the achievement of energy conservation goals within the State of California. Thus, the Project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
4.4 Geology & Soils					
Summary of Impacts					
Threshold a: The Project would have no impact or less-than-significant impacts due to the direct or indirect exposure of people or structures to earthquake faults, strong seismic ground shaking, liquefaction, and landslides. Implementation of the proposed Project would result in a potentially	MM 4.4-1 Prior to the issuance of the first grading or building permit within each of the construction phase areas, the City of Irwindale shall confirm that the activities authorized by approved Grading Permit No. 05061504220003 are complete in the each of the respective construction phase areas, and that the final geologic and soil conditions of the site, as called for	Project Applicant; Grading Contractor	City of Irwindale Building and Safety Department	Prior to the issuance of grading or building permit	Less Than Significant



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	<p>explorations and recommendations shall be documented in a report prepared by the licensed geotechnical engineer. The report shall be approved by the City of Irwindale and the recommendations contained in the report shall be implemented and required as building permit conditions of approval.</p> <p>MM 4.4-4 Building foundations shall be contained within the portions of the property that are underlain by fill that was placed and compacted under engineering supervision as part of the IDEFO. If a building foundation is proposed in an area that is not underlain by compacted fill, prior to issuance of a fine grading permit or building permit, a licensed geotechnical engineer shall examine the soil and geologic conditions, review detailed construction plans, and provide recommendations in a written report to address potential seismically-induced settlement hazards that may be associated with the building. Recommendations may include deepened foundations, removal of the uncompacted soil and replacement with fill material similar in nature to that which was placed and compacted as part of the IDEFO, the use of structural slabs, or comparable method to provide adequate foundation support and building performance. The report shall be approved by the City of Irwindale and the recommendations contained in the report shall be implemented and required as building permit conditions of approval. No building permit shall be issued for building foundation construction in an area of the property that was not compacted as part of the IDEFO until the licensed geotechnical engineer has either deemed the existing soil and geologic conditions suitable for the proposed development, or, if deemed unsuitable under existing conditions, until the recommendations for addressing potential seismically-induced settlement are identified</p>	<p>Project Applicant; Geotechnical Engineer; Civil Engineer; Construction Contractor</p>	<p>City of Irwindale Building and Safety Department</p>	<p>Prior to the issuance of Project-related grading or building permit</p>	

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	and indicated on construction plans and documents. As part of the City's final grading and/or building verification, the City shall ensure that all recommendations of the Project's geotechnical engineer have been constructed in conformance with the approved building and construction plans.				
<u>Threshold b:</u> With mandatory compliance to the Project-specific SWPPP, LID, Industrial General Permit, the City's MS4 NPDES Municipal Stormwater Permit, and SCAQMD Rule 403, impacts associated with substantial soil erosion or the loss of topsoil would be less than significant.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold c:</u> Impacts associated with on- or off-site landslide, subsidence, and collapse would be less than significant. However, the margins (within the native materials located above the areas of the former quarry slopes and the westerly portion of the Project site) of the Project site possess a potential for seismically-induced settlement, which is a potentially significant impact.	Mitigation Measures MM 4.4-1 through MM 4.4-4 shall apply.	See above	See above	See above	Less Than Significant
<u>Threshold d:</u> The Project would not be located on expansive soils, and impacts associated with expansive soils would be less than significant.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold e:</u> The Project would not install septic tanks or alternative wastewater disposal systems. Accordingly, no impact would occur associated with soil compatibility for wastewater disposal systems.	No Mitigation is Required.	N/A	N/A	N/A	No Impact



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definitively conclude that the Project's incremental GHG emissions would not incrementally contribute to the State's potential inability to meet its climate change goals. Thus, this is regarded as a significant cumulatively considerable impact.					
4.6 Hazards and Hazardous Materials					
Summary of Impacts					
<u>Thresholds a and b:</u> The Project-specific Phase I ESA (EIR <i>Technical Appendix F</i>) did not identify any existing RECs or other environmental concerns at the site that would create a hazard to the public during construction or operation of the Project. The Project would involve the construction of uses in conformance with the proposed The Park @ Live Oak Specific Plan. Future operators at the Project site would be required to comply with all applicable federal, State, and local regulations to ensure proper use, storage, and disposal of hazardous substances. Such uses also would be subject to additional review and permitting requirements by the Los Angeles County Fire Department, Health Hazardous Materials Division. Accordingly, the Project would result in less-than-significant impacts with respect to hazardous materials.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold c:</u> The Project site is not located within one-quarter mile of any existing or proposed schools, and therefore has no potential to have a cumulatively considerable effect associated with the emission or handling of hazardous or acutely	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant



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hazardous materials, substances, or waste within one-quarter mile of a school. The construction and operation of the proposed Project does not have any components that would contribute to or result in an increase in the likelihood that hazardous materials would be handled or emitted within the vicinity of a school. Impacts would be less than significant absent mitigation.					
<u>Threshold d:</u> The Project site is not listed on any of the hazardous waste and substances site lists compiled and maintained by the State of California pursuant to Government Code Section 65962.5. Accordingly, no impact would occur.	No Mitigation is Required.	N/A	N/A	N/A	No Impact
<u>Threshold e:</u> The nearest airport is the El Monte Municipal Airport, located approximately 2.8 miles southwest of the Project site. The Project site is not located within the RPZs or AIA for the El Monte Municipal Airport. Therefore, the proposed Project would not result in hazards that could occur from development located within an airport land use plan or within 2.0 miles of a public airport or public use airport. The proposed Project has no potential to create an airport safety hazard, and no impact would occur.	No Mitigation is Required.	N/A	N/A	N/A	No Impact
<u>Threshold f:</u> The Project would be designed, constructed, and maintained in accordance with applicable standards associated with vehicular access, ensuring that adequate emergency access and evacuation would be provided during operation of the Project.	Mitigation Measure MM 4.11-8 shall apply.	See below	See below	See below	Less Than Significant



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Accordingly, no impacts would occur with respect to operation of the Project. With mandatory implementation of the Traffic Control Plan, construction of the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and a less-than-significant impact would occur.					
<u>Threshold g:</u> The Project site and surrounding areas are not subject to wildland fire hazards because the property is located in an urban environment that has a low risk of wildfire. Additionally, the Project proposes buildings that would be equipped with fire suppression systems approved by the County of Los Angeles Fire Department and development on the Project site would comply with the California Fire Code and California Building Standards Code, which include standards for building construction, fire flows and pressures, hydrant placement and other requirements that would reduce the creation of fire hazards. Accordingly, no impact related to wildland fire hazards would occur.	No Mitigation is Required.	N/A	N/A	N/A	No Impact
4.7 Hydrology and Water Quality					
Summary of Impacts					
<u>Threshold a:</u> With implementation of the required SWPPP during construction activities and implementation of BMPs from the Project-specific LID during operations, the Project would result in less-than-	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant

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significant water quality impacts and would not violate any water quality standards.					
<p><u>Threshold b:</u> As demonstrated in the response to Threshold b, the Project's proposed water supply well would not pump groundwater in excess of available water supplies to the extent that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Additionally, the Project would introduce impervious surfaces to the site, but would not interfere substantially with groundwater recharge due to the inclusion of pervious landscaping and water quality basins that would facilitate infiltration of storm water. Accordingly, impacts to groundwater supplies and groundwater recharge would be less than significant.</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<p><u>Threshold c:</u> The proposed Project would not substantially alter the site's existing drainage pattern. The Project's proposed water quality detention basins also would ensure that runoff from the site does not exceed the capacity of existing downstream facilities, including the Sawpit Wash Channel. As such, the Project would not affect the course of any stream or river and would not result in substantial erosion or siltation on- or off-site.</p> <p>The Project's drainage system is designed to ensure that all runoff is conveyed by facilities with adequate capacity, or to ensure that runoff in excess of downstream capacity is detained on-site. Accordingly, the Project would not contribute runoff that would</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant



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<p>exceed the capacity of existing or planned storm water drainage systems and would not result in flooding on- or off-site, and a less-than-significant impact would occur.</p> <p>Implementation of the Project's proposed BMPs (include on-site water quality detention basins) also would ensure the Project does not contribute substantial additional sources of polluted runoff to existing or planned drainage systems. Accordingly, a less-than-significant impact would occur.</p> <p>The Project site is not located within a 100-year flood hazard area. Therefore, the Project has no potential to place structures within a flood hazard area. Furthermore, the Project site is not located within the inundation area for the Santa Fe Dam. Moreover, the proposed on-site storm drain infrastructure and water quality facilities are designed and properly sized to intercept flood flows and route them off-site toward existing flood control facilities that have adequate available capacity to accommodate the Project's storm water runoff. Accordingly, the Project would not impede or redirect flood flows, and no impact would occur.</p>					
<p>Threshold d: The Project site has little to no potential to be exposed to hazards associated with flood hazards, seiches, or tsunamis, due to its location outside of mapped flood zones, proximity to water bodies, and the</p>	<p>No Mitigation is Required.</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>No Impact</p>

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existing and proposed topography of the Project site.					
<u>Threshold e:</u> The Project has no potential to conflict with any water quality control plans or sustainable groundwater management plans. No impact would occur.	No Mitigation is Required.	N/A	N/A	N/A	No Impact
4.8 Land Use & Planning					
<u>Threshold a:</u> The Project would not result in the physical division of an established community. Accordingly, no impact would occur.	No Mitigation is Required.	N/A	N/A	N/A	No Impact
<u>Threshold b:</u> The Project would be consistent with the applicable policies of the City of Irwindale General Plan intended to address adverse environmental effects. Although the Project would not implement the current zoning designations applicable to the Project site (Q and M-2), the Project's proposed Change of Zone would apply "The Park @ Live Oak Specific Plan Zone" to the entire site to allow for the Project site to be developed in accordance with Chapter 3, <i>Development Standards</i> , of The Park @ Live Oak Specific Plan. The proposed zoning standards would not create any new or more severe environmental effects than would the property's existing Q and M-2 zoning standards. The Project also would be consistent with the applicable policies of the SCAG 2016-2040 RTP/SCS. The proposed Project has no potential to conflict with any applicable habitat conservation plan or natural community conservation plan,	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant

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because no such applicable plans exist. Therefore, a less-than-significant impact would occur.					
4.9 Noise					
<u>Threshold a:</u> Noise generated by Project construction activities would result in a less-than-significant increase in ambient noise levels. During long-term operation of the Project, the Project would not expose persons to or generate noise levels in excess of local standards and would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Additionally, under long-term operation, Project-related traffic would not expose persons to or generate noise levels in excess of local standards and would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. Accordingly, the Project's long-term noise impacts would be less than significant.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold b:</u> The Project would not generate excessive groundborne vibration or ground-borne noise levels. Impacts would be less than significant.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold c:</u> The Project would not expose people residing or working in the area to excessive noise levels associated with public airports or private airstrips. Therefore, the Project would have no impact.	No Mitigation is Required.	N/A	N/A	N/A	No Impact



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4.10 Public Services					
<u>Threshold a:</u> The Project site is served by LACFD Fire Station No. 169. According to the LACFD, Fire Station No. 169 has adequate physical capacity to service the proposed Project, and no new or expanded fire protection facilities are needed. Thus, the Project would have less-than-significant impacts to fire protection service facilities.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold b:</u> The Project site is served by the IPD from its police station, which has adequate physical capacity to service the proposed Project. Impacts to police service facilities would be less than significant.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold c:</u> The Project would not generate a student population requiring public education services. With mandatory payment of fees in accordance with California Senate Bill 50 (Greene) and California Government Code §§ 65995.5–65998, indirect effects to public schools would be less than significant.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold d:</u> The Project would not generate a resident population requiring public parks and recreation facilities. Therefore, the Project would not result in a substantial or measurable increase in demand for park facilities and therefore would not advance the physical deterioration of any park or recreation facility from overuse. Impacts would be less than significant.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant



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	<p>December 12, 2018) and mix of land uses studied in The Park @ Live Oak Specific Plan's Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December 12, 2018 (as shown in EIR Table 4.11-15, <i>Project Trip Generation Summary (Actual Vehicles)</i>), the following are anticipated to be required as the maximum extent of public roadway lane configuration and signalization improvements:</p> <p>a) As a condition of any building permit that would involve ingress/egress at the intersection of Arrow Highway and Private Drive A, the Project Applicant shall install the following improvements at the existing intersection of Avenida Barbosa/Private Drive A & Arrow Highway (Intersection #15). The improvements shall be constructed and operable prior to the issuance of a certificate of occupancy.</p> <ul style="list-style-type: none"> • Restripe a southbound through lane. (E+P requirement) • Add a 3rd eastbound through lane. (E+P requirement) • Add a westbound left turn lane. (E+P requirement) • Add a 2nd westbound left turn lane (E+P requirement with maximum commercial development in Planning Areas 1A and 2A) • Add a northbound left turn lane. (2020 Opening Year requirement) • Add a northbound through lane. (2020 Opening Year requirement) • Add a northbound right turn lane. (2020 Opening Year requirement) • Modify traffic signal to accommodate the above-listed changes to lane configurations 				



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	<p>b) As a condition of any building permit that would involve ingress/egress at the intersection of Arrow Highway and Private Drive B, the Project Applicant shall install the following improvement at Private Drive B & Arrow Highway (Intersection #11). The improvement shall be constructed and operable prior to the issuance of a certificate of occupancy.</p> <ul style="list-style-type: none">• Install a traffic signal (E+P requirement with maximum commercial development in Planning Areas 2A and 3A) <p>c) As a condition of any building permit that would involve ingress/egress access at the intersection of Live Oak Avenue and Private Drive A, the Project Applicant shall install the following improvement at Private Drive A and Live Oak Avenue (Intersection #16). The improvement shall be constructed and operable prior to the issuance of a certificate of occupancy.</p> <ul style="list-style-type: none">• Install a traffic signal (E+P requirement) <p>d) As a condition of any grading or building permit that would involve ingress/egress access at the existing intersection of Speedway Driveway & Live Oak Avenue, the Project Applicant shall install the following roadway improvement at Speedway Driveway & Live Oak Avenue (Intersection #7). The improvement shall be constructed and operable prior to the issuance of a certificate of occupancy.</p> <ul style="list-style-type: none">• Install a traffic signal (E+P requirement)• Add a 3rd westbound through lane. (E+P requirement) <p>e) As a condition of any building permit that would involve ingress/egress at the existing intersection of Live Oak Avenue and the entrance driveway to the</p>				



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	<p>Irwindale Events Center Intersection #13 (Project Driveway 7), the Project Applicant shall install the following improvement at Project Driveway 7/Driveway & Live Oak Avenue (Intersection #13). The improvement shall be constructed and operable prior to the issuance of a certificate of occupancy.</p> <ul style="list-style-type: none"> • Add a 3rd eastbound through lane and modify the traffic signal to accommodate the additional 3rd eastbound lane. (E+P requirement) <p>MM 4.11-6 Prior to the issuance of each building permit for future implementing development projects proposed within The Park @ Live Oak Specific Plan, the Project Applicant shall submit a preliminary trip generation calculation and trip distribution exhibit to the City of Irwindale Public Works Department for the development project under consideration for City review and approval. The preliminary calculation and exhibit shall be prepared by a licensed traffic engineer and be accompanied by sufficient analytical data to enable the City to (1) Determine which of the mitigation measures identified below to address cumulatively considerable impacts in the E+P, Opening Year 2020, and Horizon Year 2040 scenarios are applicable to the implementing project and calculate the fair share percentage associated with each applicable respective mitigation measure, and (2) Enable the City to determine sufficient intersection and driveway geometrics and lane storage and turn lane capacity needs. The City Engineer shall have the authority to determine the extent of the traffic study and analyses required to determine the appropriate mitigation measures and fair share calculations. Traffic analyses shall utilize traffic counts collected within 12 months of the analysis.</p>	Project Applicant	City of Irwindale Public Works/Engineering Department	Prior to the issuance of a building permit	



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	<p>Proposed development projects and speculative buildings without an occupant or tenant shall be analyzed in accordance with the proposed uses, trip generations rates and planning areas listed in EIR Table 4.11-15. For the purposes of the traffic analysis, uses assigned to speculative developments within The Park @ Live Oak Specific Plan site shall be consistent with the distribution and proportion of uses and trip generation rates studied in The Park @ Live Oak Specific Plan’s Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December 12, 2018 and listed in EIR Table 4.11-15.</p> <p>If the total trips generated by all developments within The Park @ Live Oak Specific Plan area exceeds the trips analyzed in The Park @ Live Oak Specific Plan’s Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December 12, 2018 (1,280 PCE AM peak hour trips and 1,644 PCE PM peak hour trips), an additional full Traffic Impact Analysis shall be required.</p> <p>Based on the studied driveway locations (depicted on Exhibit 1-1 of The Park @ Live Oak Specific Plan’s Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated December 12, 2018), mix of land uses, and projected traffic volumes studied in the Park @ Live Oak Specific Plan’s Traffic Impact Analysis and listed in EIR Table 4.11-15, the following are anticipated to be applicable to some or all implementing development projects:</p> <p>a) Prior to issuance of building permits, the Project Applicant shall make a fair share monetary contribution to the City of Irwindale for the following improvements to Intersection #1 – Myrtle Avenue & Longden Avenue:</p>				



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



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



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there is no potential for the Project to conflict with CEQA Guidelines section 15064.3, subdivision (b), which establishes criteria for evaluating a project's transportation impacts using a VMT metric. No impact would occur.					
<u>Threshold c:</u> The proposed Project would not increase hazards via a geometric design feature or incompatible land uses, because the frontage improvements and site access improvements will adhere to City design standards to ensure that adequate sight distance is provided to maintain sufficient vehicular visibility at driveways and intersections.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold d:</u> The proposed Project's street access and internal circulation are subject to review by the Los Angeles County Fire Department to determine that there is adequate emergency access provided for all parts of the Project site. Compliance with approved building plans will be verified in the field, prior to issuance of any certificates of occupancy. This standard process will ensure that there are less-than-significant impacts involving emergency access.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
4.12 Tribal Cultural Resources					
<u>Threshold a:</u> The Project site has been completely disturbed by historical sand and gravel quarry operations and is currently undergoing reclamation via ongoing IDEFO activities; therefore, the potential for discovery of tribal cultural resources during	No Mitigation is Required.	N/A	N/A	N/A	No Impact

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<p>the fine grading and site preparation phases of the proposed Project is considered to be nil. Furthermore, the City did not receive responses from any of the Native American tribes with possible traditional or cultural affiliation to the area that the City sent notification of the proposed Project to on April 3, 2018 in accordance with AB 52 and SB 18 requirements. Therefore, the Project would have no impact with respect to tribal cultural resources.</p>					
<p>4.13 Utilities & Service Systems</p>					
<p><u>Threshold a:</u> The CAW has sufficient capacity to serve the Project in light of its existing and projected commitments, and no new water supply entitlements would be required beyond those water system improvements proposed by the Project (depicted in EIR Figure 3-3, <i>Conceptual Water Plan</i>). Additionally, the existing sewer system and water treatment facilities (San Jose Creek WRP and the Joint Water Pollution Control Plant in the City of Carson) that would serve the Project have adequate remaining capacities to accommodate the Project's wastewater treatment demands. Therefore, no additional wastewater treatment facilities or expansion of existing wastewater treatment facilities would be required to accommodate wastewater treatment flows generated by the Project. The Project area is already served by electric, gas, and telecommunications utilities, and it is anticipated that proposed improvements to provide service to the Project site would</p>	<p>No Mitigation is Required.</p>	<p>N/A</p>	<p>N/A</p>	<p>N/A</p>	<p>Less Than Significant</p>

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<p>occur within existing improved rights-of-way off-site, or on-site within areas already planned for impact and development by the Project. The construction of storm drain infrastructure as necessary to serve the proposed Project would not result in any potentially significant physical effects on the environment that are not already identified and disclosed as part of this EIR; additional mitigation measures would not be required. The Project's proposed connections to these utilities, as well as installation of on-site and off-site storm water management, water, and wastewater infrastructure, are inherent to the Project's construction phase, which has been evaluated throughout this EIR. Mitigation measures are identified for construction-related effects that would reduce construction-phase impacts to the maximum feasible extent. There would be no significant impacts specifically related to the installation of the Project's proposed utility infrastructure beyond the overall construction-related effects of the Project as a whole. Impacts would be less than significant.</p>					
<p><u>Threshold b:</u> Based on the information provided from the proposed Project's WSA, the CAW would have sufficient water supplies available to serve the Project in normal, dry, and multiple dry years. Thus, the proposed Project would have a less-than-significant impact in this regard and no mitigation is warranted.</p>	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant



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<u>Threshold c:</u> The proposed Project's wastewater generation would not exceed the capacity of the LACSD's regional treatment facilities and payment of mandatory connection fees and surcharges established by the LACSD's Wastewater Ordinance would reduce the Project's incremental effect to below a level of significance.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold d:</u> The proposed Project's solid waste disposal needs can be accommodated by existing and planned landfills serving the City of Irwindale. The Project would comply with all applicable State and local standards, goals, and policies related to solid waste reduction and management. Therefore, the Project would have less-than-significant impacts related to solid waste generation.	No Mitigation is Required.	N/A	N/A	N/A	Less Than Significant
<u>Threshold e:</u> The proposed Project would comply with all applicable federal, state, and local statutes and regulations pertaining to management and reduction solid waste. No impact associated with regulatory compliance would occur.	No Mitigation is Required.	N/A	N/A	N/A	No Impact