

Consolidated Ready Mix Initial Study Mitigated Negative Declaration

Prepared for:

City of Azusa
Department of Economic and Community Development
213 East Foothill Boulevard
Azusa, California 91702



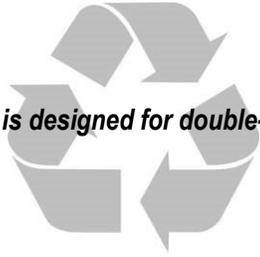
Consultant to the City:

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Pasadena, CA 91105



August 5, 2019

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**Consolidated Ready Mix
Initial Study
Mitigated Negative Declaration**

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City of Azusa

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1 Introduction

The City of Azusa (City or Lead Agency) received Planning Applications for a Use Permit and a Minor Use Permit to approve the land use, approve proposed tenant improvements, and to extend facility operating hours from 5:30 AM to 1:00 PM at the Consolidated Ready Mix site. The project is a dry concrete mixing operation, which mixes sand, rock, and concrete onsite. Once the material is mixed, it is placed into a mixing truck, water is then added to material and is mixed during transportation of the concrete to a specific location. The proposed use will have nine employees working one shift seven days a week. Prior to application, the facility was, and is, operating in a manner similar to that which is proposed. The approval of these applications constitutes a "project" that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.).

This Initial Study/Mitigated Negative Declaration has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from the proposed use.

This report has been prepared to comply with Section 15063 of the State CEQA Guidelines, which sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (See Section 2);
- Identification of the environmental setting (See Section 2.11);
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (See Section 4.);
- Discussion of ways to mitigate significant effects identified, if any (See Section 4);
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (See Sections 4.10); and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (See Section 5).

1.1 – Purpose of CEQA

The body of state law known as *CEQA* was originally enacted in 1970 and has been amended a number of times since then. The legislative intent of the law is established in Section 21000 of the California Public Resources Code, as follows:

The Legislature finds and declares as follows:

- a) The maintenance of a quality environment for the people of this state now and in the future, is a matter of statewide concern.
- b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
- c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
- d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
- e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
- f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
- g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities

so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

- a) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
- b) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
- c) Prevent the elimination of fish or wildlife species due to man's activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
- d) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
- e) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
- f) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
- g) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002 of the Public Resources Code:

The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

1.2 – Public Comments

Comments from all agencies and individuals are invited regarding the information contained in this Initial Study. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the Initial Study or indicate where the information may be found. All comments on the Initial Study must be submitted to:

Manuel Muñoz, Planning Manager
City of Azusa
213 East Foothill Boulevard
Azusa, California 91702
(626) 812-5226
mmunoz@ci.azusa.ca.us

The Initial Study will be available for public review and comment for 30-days beginning August 6, 2019 and ending at 5:00 pm on September 5, 2019. All written comments on the Initial Study will be considered by the City of Azusa decision-makers before acting on the project.

1.3 – Availability of Materials

All materials, including technical reports, related to the preparation of this Initial Study are available for public review. The materials are available at the library (729 N Dalton Ave) and on the City of Azusa's website (www.ci.azusa.ca.us). To request an appointment to review these materials, please contact:

Manuel Muñoz, Planning Manager
City of Azusa
213 East Foothill Boulevard
Azusa, California 91702
(626) 812-5226
mmunoz@azusaca.gov

2 Project Description

2.1 – Project Title

Consolidated Ready Mix

2.2 – Lead Agency Name and Address

City of Azusa
213 East Foothill Boulevard
Azusa, California 91702
(626) 812-5226
mmunoz@azusaca.gov

2.3 – Contact Person and Phone Number

Manuel Muñoz, Planning Manager
(626) 812-5226
mmunoz@azusaca.gov

2.4 – Project Location

162 North Aspan Avenue
Azusa, California 91702
APN 8615-018-005
Latitude 34° 123964" North, Longitude 117° 919525" West
(See Exhibit 1, Regional Context and Vicinity Map)

2.5 – Project Sponsor's Name and Address

Rondell Fletcher
162 North Aspan Avenue
Azusa, California 91702

2.6 – General Plan Land Use Designation

The project site has a General Plan Land Use designation of Light Industrial.

2.7 – Zoning District

The project site has a zoning designation of West End Light Industrial District (DWL).

2.8 – Project Description

History of Unpermitted Activity

A dry batch concrete processing plant is currently operating at 162 North Aspan Avenue, Azusa California (APN is 8615-018-005) without the necessary land use permits from the City of Azusa. The dry batch concrete processing plant has been operating at this location as early as July 7, 2017, the date on which the South Coast Air Quality Management District (SCAQMD) noted a Rule 203 violation and required the operation to obtain a valid permit in order to operate. On July 19,

2019, SCAQMD re-inspected the site; SCAQMD's Facility Information Detail (FIND) notes that the site complies with SCAQMD Rule 203 as of July 26, 2017.

City staff received complaint of an illegal cement operating business at 162 North Aspan Avenue. Since that time the City has acted as follows:

1. August 31, 2017 City staff conducted a field inspection and confirmed the illegal cement operating business. The operator was instructed to cease all operation and obtain all the required permits from the Planning Division.
2. September 27, 2017 – Planning Commission conducted a Public Hearing for a Use Determination/Interpretation Request to classify dry mix batch plant as a “Manufacturing/Processing – Medium Intensity”. Planning Commission approved the request.
3. December 6, 2017 – City of Azusa issues a Notice of Violation - Code Enforcement Issues.
4. December 13, 2017 – City issued first Cease and Desist Letter to the operator of Consolidated Ready Mix based on various filed inspection dated on September 11, 2017, October 30, 2017, November 16, 2017, December 5, 2017 and December 17, 2017.
5. December 14, 2017 - Planning Application, Environmental Information Form, Use Permit, and Minor Use Permit Application submitted to the City of Azusa.
6. April 17, 2018 – Environmental review documentation process is initiated
7. April 2018 – July 31, 2019 – Environmental Information Form, Project Application, applicant provided Technical Studies undergo revision
8. May 3, 2018 – City of Azusa issues a second Cease and Desist Letter.
9. July 12, 2018 – Design Review Committee meeting convened.
10. July 25, 2018 – Planning Commission meeting convened. Community Meeting/Workshop conducted. Participants informed of the project, anticipated project design, and forthcoming technical reports. Planning Commission directed a second Community Meeting/Workshop be conducted upon completion of all technical reports.

The Industrial Process Occurring at the Site

The applicant currently operates a dry batch concrete processing plant on the site. The process of dry batch concrete processing involves combining materials for concrete on-site and then transporting the materials to the customer by concrete mixing trucks where concrete is produced on-route or at the delivery site. At the dry batch concrete processing plant, sand, rock and cement are weighed and delivered via a conveyor belt to a mixing truck to be mixed in transit and delivered to designated sites for application by the end-user.

The Applicant proposes to improve the current dry batch concrete processing plant, which currently occupies approximately 39,519 square feet of the site. The proposed use will occupy the same 39,519 square feet of area that is currently used by the operation. The project site currently contains five one-story structures, six parking spaces, limited vegetation at the eastern property line, and perimeter fencing. The structures are as follows:

- two structures are enclosed canopies used for mixing truck and concrete mixing materials storage,
- one structure is used as an office and equipment/parts storage,
- one structure is used as a dispatch office,
- one structure is a canopy enclosing the concrete materials/water truck loading area.

The dry batch concrete processing plant currently operates with six full time employees who all work during the same daily shift.

The proposed Project includes demolition and removal of two existing storage rooms (between 800 and 1000 square feet in size) and chain link fence, construction of a new chain link fence, 8' masonry wall, new concrete walls, new washout pits,

Project Description

new vehicle and truck parking areas, new materials loading equipment, and two new storage tanks in the areas where there has been previous ground disturbance, and improvements to the existing buildings. The proposed use would not increase the building footprint or create additional building area. The project will also include ADA improvements such as making the restroom accessible and adding ramps on-site. In addition, new landscaping will be planted on the property. The proposed use will operate seven days a week, Monday - Friday from 5:30 AM to 4:30 PM, Saturday from 5:30 AM to 1:00 PM, and Sunday from 7:00 AM to 10:00 PM.

The Project proposes no changes to existing roadways, drainages, or other systems, nor would it create any new roadways, flood control channels, or other structures, that would physically divide the City. The project does include some minor site improvements including an improvement of site drainage.

Once improvements are complete, the dry batch concrete processing plant will continue to operate in the way that it is currently operating except for the extended operating hours.

Project Phasing and Construction Schedule

The proposed Project modifications to existing buildings are limited to interior tenant improvements and will occur over the course of a six-month period. Existing buildings onsite will be repurposed and reused for the proposed Project.

Project Operation

Proposed operations involve processing (producing) an average of 50 yards of concrete per day, with a maximum output of 125 yards per day. The following equipment is utilized at the site:

- Dry batch Plant w/ Conveyer Belt
- Storage Bins and Scales for Aggregate (Attached to Plant)
- 1-SCIENTIFIC 3,000 cubic feet per minute (cfm) pulse-jet bag house-type dust collection system
- 50-foot, 25 nozzle 1000 psi nylon mist kit (Bag House Unit)
- 1-Loader
- 7-Cement Mixer Trucks
- 1-Powder Truck/Trailer
- 1-Dump Truck
- 1-Bobcat with Quick Connect Sweeper with Sprayers
- Tennant Sweeper

For the purposes of evaluating Air Quality, Greenhouse Gas, and Noise impacts, the analyses assume no operations are currently occurring on the site. This allows for a worst-case scenario evaluation of these impacts. For example, it is allowed under CEQA to deduct existing greenhouse gas emissions from the Project operations estimate. In this case, the concrete batch plant has been operating without a City permit but these emissions are not subtracted from the Project total.

Grading and Drainage

The Project site is generally flat from the north to south. Project drainage sheet flows around the onsite structures to proposed onsite storm water drains. All excess flow is directed to a North Aspan Avenue gutter. On-site drainage will not change with the implementation of the Project.

Utilities

The current operation is already connected to existing electric, water and sewer lines along North Aspan Avenue. Water and electrical service is provided by Azusa Light and Water Department located in Azusa, California and sewer service is provided by Los Angeles County Sanitation District via existing water and sewer lines.

2.9 – Surrounding Land Uses

The Project site is surrounded by light-industrial uses and a public school to the east, as shown in Table 1.

Table 1: Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Light Industrial	West End Light Industrial District (DWL)	Industrial
North	Light Industrial	West End Light Industrial District (DWL)	Industrial
West	Light Industrial	West End Light Industrial District (DWL)	Industrial
South	Light Industrial	West End Light Industrial District (DWL)	Industrial
East	Institutional/School	Institutional/School (INS)	School

2.10 – Environmental Setting

The Project site is located on a developed parcel in the City of Azusa, Los Angeles County, California located approximately 100 feet to the southwest of I-210. The site is occupied by existing industrial buildings and canopies constructed in the mid-1970s. The immediate area surrounding the Project is completely developed with light-industrial land uses and a school. A Cemex cement quarry lies to the west of the Project while the Azusa Land Reclamation facility (a landfill) lies to the southwest. Ornamental landscaping consisting of mature trees within container boxes are located on the eastern portion of the Project site. The Project site sits at an elevation of approximately 610 feet above sea level and is relatively flat. See Exhibit 6 (Photographic Survey) for more details on the existing conditions of the Project site. Access to the Project site is via North Aspan Avenue by one 26-foot-wide paved driveway. The Project site is fenced and gated.

2.11 – Required Approvals

The City is the only land use authority for the Project. The Project will require the following City approvals:

- Building Permits
- Business License
- Minor Use Permit to allow the dry batch concrete plant use in the DWL zone
- Use Permit for a business operating between 9:00 PM and 7:00 AM

2.12 – Other Public Agencies Whose Approval is Required

South Coast Air Quality Management District
Regional Water Quality Control Board (RWQCB)

Exhibit 1 Regional Contextual Map

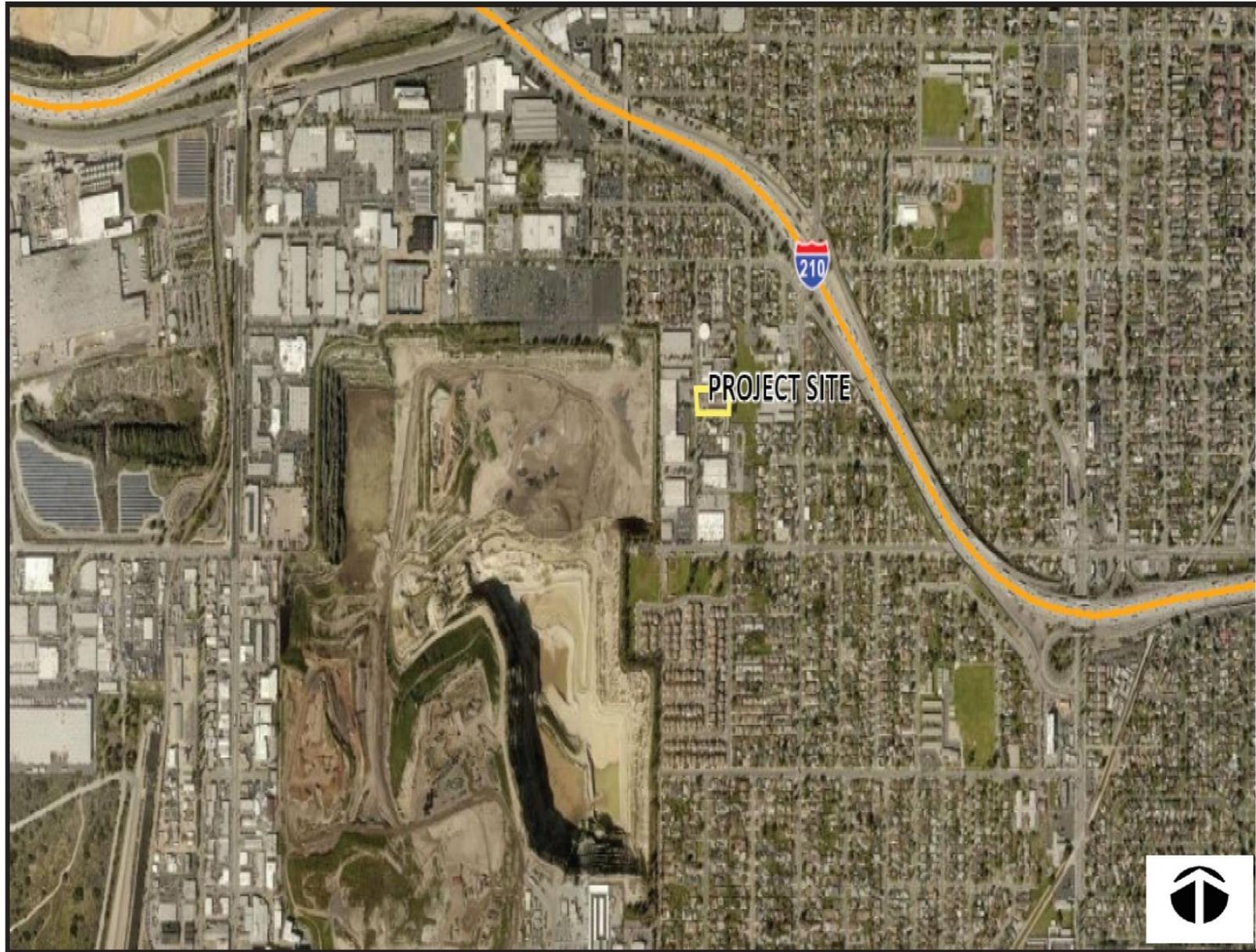
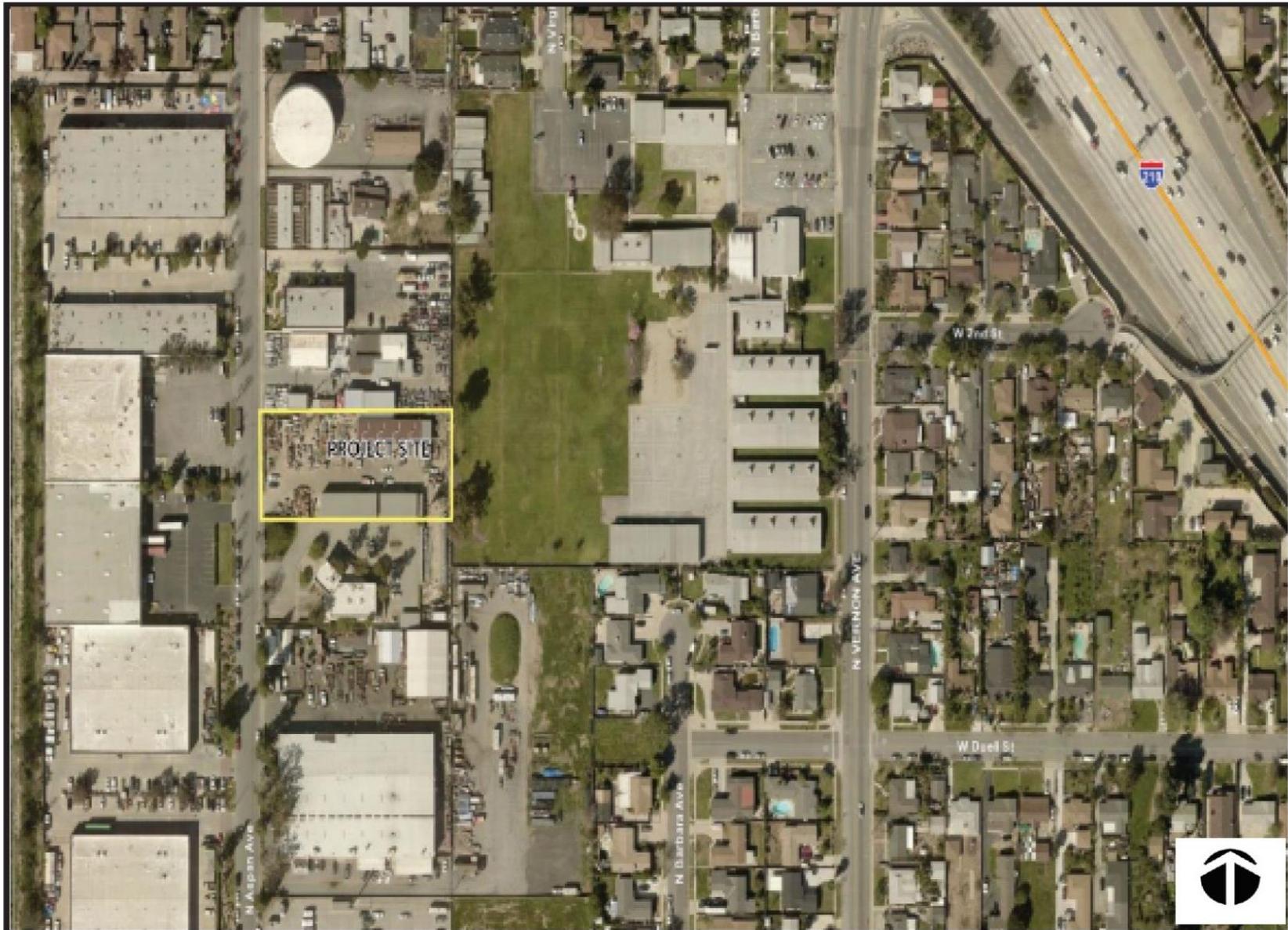


Exhibit 2 Vicinity Map



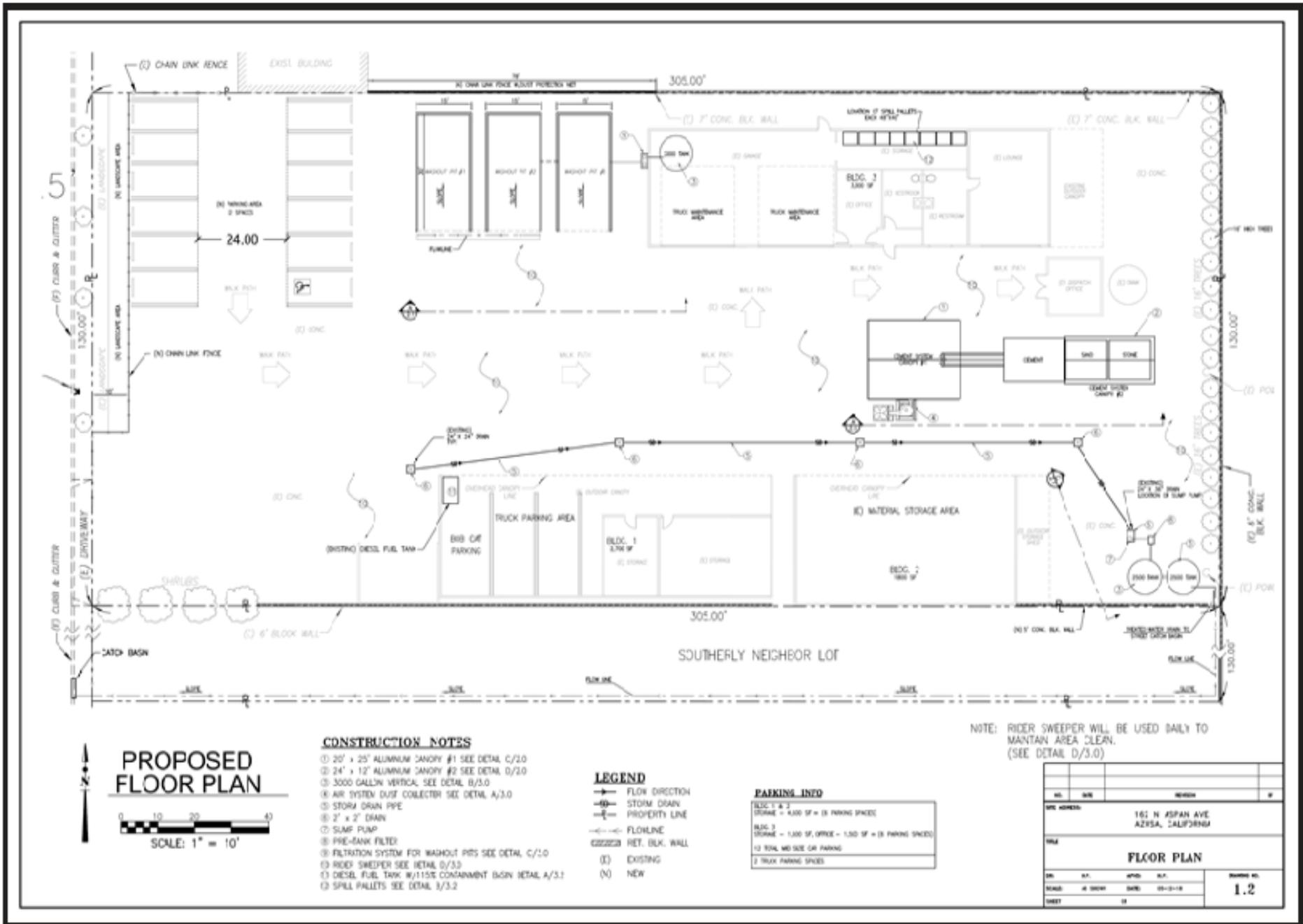


Exhibit 4 Photograph Location Map



Exhibit 6: Photograph Survey



PHOTOGRAPH 1 - Aspan Avenue west view of Project Site.



PHOTOGRAPH 2 - Portions of the Project Site facing west.



PHOTOGRAPH 3 - Aspan Avenue facing east.



PHOTOGRAPH 4 - Portions of the Project Site facing west.



PHOTOGRAPH 5 - Portions of the Project site facing south.



PHOTOGRAPH 6 - Portions of the Project Site facing east.

3 Determination

3.1 – 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 type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy Resources
<input type="checkbox"/>	Geology /Soils	<input 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 checked="" type="checkbox"/>	Noise	<input type="checkbox"/>	Population / Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input 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

3.2 – Determination

<input type="checkbox"/>	The City of Azusa finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	The City of Azusa finds 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.
<input type="checkbox"/>	The City of Azusa finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	The City of Azusa finds 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 standards, 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.
<input type="checkbox"/>	The City of Azusa finds that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) 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.

4 Evaluation of Environmental Impacts

4.1 – Aesthetics

Except as provided in Public Resources Code section 21099, would the project Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **No Impact.** A scenic vista is defined by a generally uninterrupted view of the horizon, creating an aesthetic viewpoint. Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The Project site is in the City. The City is located in the San Gabriel Valley, approximately 17 miles east of downtown Los Angeles (Exhibit 1 Regional Contextual Map). The San Gabriel Foothills and Angeles National Forest lie to the north of the City. The City is traversed by Interstate 210 (I-210 Freeway) within the southern portion of the City. The City’s General Plan EIR identified that Azusa’s primary scenic resource is the adjacent San Gabriel Mountains to the north and the vistas from Sierra Madre Avenue and Azusa Avenue/Urban Route 39. The Project includes site improvements of an existing one-story building. No new multi-story buildings or structures are proposed, therefore no impact to scenic vistas are anticipated because views to the San Gabriel Mountains will not be altered by the Project.

b) **No Impact.** No roadway within the City is designated as a State or County scenic highways. In addition, the Project does not alter or modify the existing viewshed of the San Gabriel Mountains. Therefore, no impacts to scenic vistas would occur with implementation of the Project.

c) **Less than Significant Impact.** The City is primarily built out with a suburban character. Properties surrounding the Project site are fully developed industrial uses with similar design and character as the Project, except for an existing school located to the east. The Project proposes an upgrade to the existing structure but does not add height, or massing, that would degrade the existing visual character or quality of the Project site or the surrounding sites. Furthermore, the Project's proposed materials loading structure is already located on site. Temporary impacts to the existing visual character of the Project site would occur while the Project is being improved. However, the Project site would be subject to, and comply with, the applicable City Building and Safety code regulations and ordinances for all improvements. Therefore, the Project would have a less than significant impact.

d) **Less Than Significant Impact.** The Project anticipates operating from 5:30 AM to 4:30 PM. Monday-Friday, Saturday from 5:30 AM to 1:00 PM. and Sunday from 7:00 AM to 10:00 AM. As such, exterior lighting will be necessary in the early morning hours. In accordance with City of Azusa Municipal Code 88.31.030, outdoor lighting on private property will be required to comply with the following requirements:

- A. An outdoor light fixture shall be limited to a maximum height of 14 feet or the height of the nearest building, whichever is less.
- B. Outdoor lighting shall utilize energy-efficient fixtures and lamps; examples include high pressure sodium, hardwired compact fluorescent, or other lighting technology that is of equal or greater energy efficiency.
- C. Lighting fixtures shall be shielded or recessed to reduce light bleed to adjoining properties, by:
 - 1. Ensuring that the light source (e.g., bulb, etc.) is not visible from off the site;
 - 2. Confining glare and reflections within the boundaries of the site to the maximum extent feasibleEach light fixture shall be directed downward and away from adjoining properties and public rights-of-way, so that no on-site light fixture directly illuminates an area off the site.
- D. No lighting on private property shall produce an illumination level greater than one foot-candle on any property within a Neighborhood except on the site of the light source.
- E. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the director.

The Project would design and operate lighting in accordance with City Municipal Code. Exterior lighting in accordance with outdoor operations should not be detrimental to any adjacent buildings or uses. Therefore, with adherence to existing regulations, impacts will be less than significant.

4.2 – Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board.

-- Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** No farmland occurs on or in Project site’s vicinity. The Project site is located in an urbanized area of the City and is not located within any California Department of Conservation Farmland Mapping and Monitoring program identified prime farmland, unique farmland or farmland of statewide importance category¹. No impacts to prime farmland, unique farmland or farmland of statewide importance will occur.

¹ California Department of Conservation. Farmland Mapping and Monitoring Program. The City, including the project site, is indicated within “Area Not Mapped” in 2018 maps of Los Angeles County.

- b) **No Impact.** The Project site is zoned West End Light Industrial District, which does not permit commercial agricultural uses; no Williamson Act contracts are active for the Project site². Therefore, the Project will not conflict with agricultural use zoning nor a Williamson Act contract and no impact will occur.
- c) **No Impact.** The Project site is zoned West End Light Industrial District, which does not include forest land uses nor allow for uses subject to timberland production. Furthermore, no substantial vegetation occurs onsite, except for limited ornamental landscaping. Therefore, no impact will occur.
- d) **No Impact.** The Project site is currently developed with an industrial use and limited ornamental landscaping; forest land does not occur on the Project site. Thus, there will be no loss of forest land or conversion of forest land to non-forest use as a result of this project; no impact will occur.
- e) **No Impact.** The Project site and the surrounding area are developed with industrial uses, and a public school. No agricultural, farmland, or forest uses occur within the Project site's vicinity. No impact will occur.

² California Department of Conservation. Williamson Act Program, Los Angeles County Williamson Act FY 2017/2018.

4.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant Impact.** An air quality study and greenhouse gas analysis was completed by HDR Inc. (Appendix A) to assess the impacts of the Project. The report notes that Consolidated Ready Mix is already in operation using existing buildings at the Project location. The proposed minor site improvements are limited to small structural improvements and reconfiguration of parking and processing areas. The limited internal tenant improvements will require only the minimal use of heavy equipment. As such, it was concluded there would be minimal impacts from construction. As such, air quality impacts attributable to the site improvements will be minimal. Impacts to operations were evaluated as if the site were being converted from no air quality impact to fully operating. This is a worst-case scenario analysis as current impacts are not calculated. Air quality analyses typically deduct the emissions attributable to current land use emissions when comparing these to proposed uses. As such, this result is less overall impact as compared to gross Project emissions. The air quality analysis that was conducted for this assessment considered the following operational factors and equipment:

- Processing (producing) an average of 50 yards of concrete per day, with a maximum output of 125 yards per day.
- Dry batch Plant w/ Conveyer Belt
- Storage Bins and Scales for Aggregate (Attached to Plant)
- 1-SCIENTIFIC 3,000 cubic feet per minute (cfm) pulse-jet bag house-type dust collection system
- 50-foot, 25 nozzle 1000 psi nylon mist kit (Bag House Unit)
- 1-Loader
- 7-Cement Mixer Trucks
- 1-Powder Truck/Trailer
- 1-Dump Truck
- 1-Bobcat with Quick Connect Sweeper with Sprayers
- Tennant Sweeper

An AQMP describes air pollution control strategies to be taken by counties or regions classified as nonattainment areas. The AQMP’s main purpose is to bring the area into compliance with the requirements of Federal and State air quality standards. The AQMP uses the assumptions and projections by local planning agencies to determine control strategies for regional compliance status. Therefore, any projects causing a significant impact on air quality would impede the progress of the AQMP.

Air quality models are used to demonstrate that the Project’s emissions will not contribute to the deterioration or impede the progress of air quality goals stated in the local AQMPs. The air quality models use project-specific data to estimate the quantity of pollutants generated from the implementation of a project.

The proposed Project would not substantially contribute to or cause deterioration of existing air quality; therefore, mitigation measures are not required for the long-term operation of the Project. Hence, the proposed Project is considered consistent with the objectives of the AQMP and would not affect implementation of the AQMP.

As discussed below, air quality models are used to demonstrate that the Project’s emissions will not contribute to the deterioration or impede the progress of air quality goals stated in the local AQMPs. The air quality models use project-specific data to estimate the quantity of pollutants generated from the implementation of a project. The facility is already in operation. As analyzed below in (b), the Project would not cause or contribute to an existing or projected air quality violation. Thus, this impact would be less than significant.

b) **Less than Significant Impact.** A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to existing or projected air quality violations. The Project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the SCAQMD. Both the State of California and the federal government have established health-based ambient air quality standards (AAQS) for certain air pollutants (known as criteria pollutants). An extensive list of federal and state criteria is provided in Table A of Appendix A. As discussed above (Section 4.3(a)), construction (site improvements) impacts were not analyzed in the Air Quality analysis; however, as discussed in 4.3(a), air quality impacts attributable to the site improvements will be minimal.

As noted, Project operations were occurring on-site at the time of application; therefore, the analysis is evaluating the impacts of operations rather than a comparison of pre-Project and post-Project conditions. Table 2 shows the anticipated pollutants generated by the operations of the Project. The table shows impacts related to mobile sources (concrete truck deliveries, dump truck trips, employee commutes, and the on-site front-end loader and bobcat) as well as fugitive dust impacts related to operations (the aggregate delivery, sand delivery, aggregate transfer to the conveyor, sand delivery to the conveyor, aggregate transfer to elevated storage, sand transfer to elevated storage, cement delivery to the silo, hopper loading, truck mix loading, dust from the aggregate and sand piles, and road dust from the trucks and loader operating on-site). The table shows the impacts measured in pounds per day and provides thresholds impacts as defined by SCAQMD. Overall, the impacts are below threshold levels.

Table 2: Maximum Daily Operational Emissions (lbs/day)

Source	CO	NO _x	ROG (VOC)	SO _x	PM ₁₀	PM _{2.5}
Mobile Source	1.02	11.08	0.30	0.03	0.26	0.14
Fugitive Dust (Controlled) ¹	-	-	-	-	1.8	1.0
SCAQMD Regional Threshold	550	55	55	150	150	55
Potential Significant Impact?	No	No	No	No	No	No

¹ The amount of pollutants, associated with fugitive dust, include control measures including conveyors that are equipped with a misting system that would reduce the fugitive dust emissions by 62 percent and storage piles are contained within a 3- sided enclosure that would further reduce fugitive dust emissions by 75 percent.
Source: HDR Inc (2019)

c) **Less than Significant Impact.** SCAQMD has localized significance threshold (LST) methodology and mass rate look-up tables by source receptor area (SRA) that can be used by public agencies to determine whether a project may generate significant adverse localized air quality impacts. As noted, Project operations were occurring on-site at the time of application; therefore, the analysis is evaluating the impacts of operations rather than a comparison of pre-Project and post-Project conditions. LSTs are derived based on the location of the activity; the emission rates of NO_x, CO, PM_{2.5}, and PM₁₀; the size of the project study area, and the distance to the nearest exposed individual (Table 3). The closest sensitive receptor to the Project is the Mountain View Elementary School outdoor athletic fields, which is located within 25 meters of the Project site. Impacts to localized air quality were evaluated using the East San Gabriel Valley significance thresholds (Appendix A). The readings do not indicate a significant impact.

Table 3: Localized Significance for On-Site Emissions (lbs/day)¹

Source	CO	NO _x	PM ₁₀	PM _{2.5}
Fugitive Dust (Controlled) ²	-	-	1.81	0.97
Off-road equipment	0.03	0.65	0.003	0.003
Off-road vehicles	0.003	0.017	0.00	0.00
SCAQMD Regional Threshold	623	89	2	1
Potential Significant Impact?	No	No	No	No

¹ Table lists significance for the East San Gabriel Valley area at a distance of 25 m (distance to Mountain View Elementary outside athletic fields).
² The amount of pollutants, associated with fugitive dust, include control measures including conveyors that are equipped with a misting system and storage piles that are contained within a 3-sided enclosure.
 Source: HDR Inc (2019)

A hazardous air pollution emission analysis was also conducted to evaluate if the Project would result in any localized health effects. The following pollutants were analyzed for annual and peak hour emissions:

- Arsenic
- Beryllium
- Cadmium
- Chlorine
- Total Chromium
- Chromium VI
- Crystalline Silica
- Lead
- Manganese
- Nickle
- Phosphorus
- Selenium

The annual and hourly screening levels were not exceeded. However, when the pollutant screening indexes (PSI) from all the pollutants are combined the resulting application screening index (ASI) is 1.34, exceeding the screening threshold of 1.0. Therefore, a human health risk assessment (HRA) was conducted to assess the risk associated with the on-site emissions (Appendix A). The HRA was completed in three parts: (1) a TAC emissions inventory, (2) air dispersion modeling to evaluate off-site concentrations of TAC emissions, and (3) assessment of risks associated with predicted concentrations. The facility’s dispersion was analyzed for the HRA directly within the Hotspots Analysis and Reporting Program (HARP) Air Dispersion Modeling and Risk Assessment Tool (ADMRT) software provided by the California Environmental Protection Agency Air Resources Board. Model details are described in Appendix A. The model developed

results for the following sensitive receptors and other areas in proximity of the Project: the school, the closest worksite, sports field, the closest residence, and the fence line (Table 4). The Project would not result in risks that exceed thresholds.

Table 4: Modeled Cancer Risks and Chronic and Acute Hazard Indexes

Receptor	Cancer Risk (per million)	Chronic Health Index	Acute Hazard Index
School	0.26	0.01	0.00
Closest worksite	2.95	0.10	0.01
Sports field	6.29	0.17	0.02
Closest residence	0.61	0.02	0.00
Fence line	8.52	0.25	0.03
Threshold	10	1.0	1.0

Overall, the project would not result in significant impacts to sensitive receptors and the impact would be less than significant.

d) **No Impact.** SCAQMD lists the following land uses primarily associated with odor complaints: (1) waste transfer and recycling stations; (2) wastewater treatment plants; (3) landfills; (4) composting operations; (6) petroleum operations; (7) food and byproduct processes; (8) factories; and (9) agricultural activities such as livestock operations. The Project does not include any of these land uses. The most likely source of odor would be from vehicle exhaust which is already present in the area. There would be no impact related to odors as a result of the Project.

4.4 – Biological Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** According to the U.S. FWS National Wetlands Inventory, City of Azusa General Plan EIR, and U.S. Fish and Wildlife Service Critical Habitat maps, no native vegetation, water resource features or habitat for any listed sensitive

species occurs on the Project site. The Project site has been developed as a light industrial use since the mid-1970s. Therefore, the Project would not 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

b) **No Impact.** The City is located at the foothills of the San Gabriel Mountains. The City contains open space areas in the most north portion and is highly urbanized areas in the northern, central, and southern sections. The City of Azusa General Plan identifies areas (Biological Resource Areas) that contain significant habitat value for sensitive species; these are the Van Tassel Canyon and Ridgelines, Fish Creek and Roberts Ridge, Glendora Ridge, San Gabriel Canyon and Floodplain, RV Park, Northern Recharge Ponds, and the San Gabriel River and Floodway. The Project is in the southwestern portion of the City, it does not include any biological resource areas nor within any Habitat Conservation Plan or Natural Community Conservation Plan area. Therefore, the Project will have no impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

c) **No Impact.** The Fish and Wildlife Service National Wetlands Inventory indicates that no known wetlands areas are located on or within the vicinity of the Project site. The Project would not include and design feature that would alter or modify any mapped wetland or known water resource feature such as the San Gabriel River. No wetlands areas are located within 5 miles of the Project site. Therefore, the Project would result in no impact on state or federally protected wetlands.

d) **No Impact.** Excluding the northern portion of the City, limited biological resources and habitat occur within the Project area due to its developed nature. No native habitat, migratory wildlife corridors, or natural wildlife nursery sites are within the Project site; therefore, the Project will not interfere 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. The Project would be subject to compliance with the Migratory Bird Treaty Act, which requires protection of nesting migratory bird species except for a few species. Therefore, the Project would have no impact.

e) **No Impact.** The City has no local ordinances or policies protecting biological resources, other than a tree preservation ordinance. Limited biological resources occur onsite other than ornamental landscaping at the rear of the site. The proposed plans include providing additional landscaping to provide a visual break of planted mature cypress trees along the eastern property line. Therefore, with adherence with existing regulations, no impact or conflict will occur to any local policies or ordinances.

f) **No Impact.** According to the Conservation Plans and Agreements Database, no Habitat Conservation Plans or Natural Community Conservation Plans apply within the Project site.³ Therefore, no conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan will occur.

³ U.S. Fish & Wildlife Service. Conservation Plans and Agreements Database.
http://ecos.fws.gov/conserv_plans/PlanReportSelect?region=8&type=HCP
[November 15, 2018]

4.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **No Impact.** Generally, a cultural resource shall be considered historically significant if the resource is at least 50 years or older; possesses integrity of location, design, setting, materials, workmanship, feeling, and association; and meets the requirements for listing in the California Register of Historical Resources (CRHR) under any one of the following criteria:

- 1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- 2) Is associated with the lives of persons important in our past;
- 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
- 4) Has yielded, or may be likely to yield, information important in prehistory or history [14 CCR § 15064.5].

The existing conditions on the Project site are highly disturbed. The Project site has been previously graded and is fully paved. It contains concrete block structures with high clearance openings typically used for storage and stacking of materials. These structures are utilitarian in style without any design embellishment. Available parcel data shows that these structures were built in 1970 and are less than 50 years in age, and therefore do not warrant a formal historical evaluation. Neighboring parcels contain relatively modern warehouses within east facing viewshed of the subject parcel. Because the existing structures on-site are less than 50 years in age, no further historical evaluation of these structure is warranted. No records search for cultural resources has been completed, so there is no background information regarding the presence of previously recorded cultural resources that may be eligible for or listed in the California Register of Historical Resources (CRHR). The findings summarized in the HDR Cultural Resources Memorandum (Appendix B) identified that no adverse change in the significance of a historical resource would occur with Project implementation. Therefore, no impacts would occur.

b) **Less than Significant with Mitigation Incorporated.** The Project site is in an urbanized area that has been previously disturbed by past development and activities. The City contains areas with potential historic resources as identified in the City of Azusa General Plan. The Project does not anticipate major excavation or ground disturbance activities beyond masonry wall construction, fence repair, wash-out pits, and other tenant improvements. The Project area is indicated as being within lands traditionally associated with the Gabrieleno tribal group. Although archaeological resources are not anticipated due to the limited extent of construction, and previous disturbance, no CEQA review and cultural resource record

search were conducted for the existing facility, and there exists the possibility for known resources to be in the project vicinity. Additionally, any ground disturbing activity in native soils has the potential for the unanticipated discovery of resources during project construction. Therefore, Mitigation Measures CUL-1 through CUL-2 will be incorporated into the project. As such, impacts would be less than significant to archeological resources with mitigation incorporated.

c) **Less than Significant with Mitigation Incorporated.** The project is not within or near a known cemetery and would not disturb recorded burials. As stated above, the Project site has been previously disturbed, it is not anticipated that archaeological resources would be encountered at the site, which also includes human remains. However, if human remains are encountered during ground-disturbing activities, those activities would cease, and the Los Angeles County Coroner's Office would be notified. With adherence to existing regulations and Mitigation Measures CUL-1 through CUL-2 impacts would be less than significant with mitigation incorporated.

Mitigation Measure CUL-1

Prior to the commencement of grading or demolition of subsurface structures, a professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, shall conduct an Archaeological Sensitivity Training session for construction personnel. The training session will include a written handout and will focus on how to identify archaeological and paleontological resources that may be encountered during earth-moving activities, including the procedures to be followed in such an event.

Mitigation Measure CUL-2

If archaeological resources are unearthed during ground-disturbing activities, the ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find, where construction activities will not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside the buffer area. The City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resources, along with subsequent laboratory processing and analysis. If human remains are unearthed during implementation of the proposed project, the City of Azusa and the applicant shall comply with State Health and Safety Code Section 6050.5. The City of Azusa and the applicant shall immediately notify the Los Angeles County Coroner's Office and no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). After the MLD has inspected the remains and the site, they have 48 hours to recommend to the landowner the treatment and/or disposal, with appropriate dignity, the human remains and any associated funerary objects. Upon the reburial of the human remains, the MLD shall file a record of the reburial with the NAHC and the project Archaeologist shall file a record of the reburial with the California Historical Resources Information System - South Central Coastal Information Center (CHRIS-SCCIC). If the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

4.6 – Energy

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant Impact.** The Project’s site improvements (including demolition and removal of two existing storage rooms and chain link fence and construction of a new chain link fence, 8’ masonry wall, concrete walls, washout pits, vehicle/truck parking area, and new storage tanks) would require the use of construction equipment and generate construction-related vehicle trips that would combust fuel, primarily diesel and gasoline. The use of this fuel energy is necessary to improve facilities and is not wasteful, inefficient, or unnecessary consumption of energy resources. Thus, the impacts from the site improvements would have a negligible impact on energy resources. Thus, the impacts from the site improvements would have a negligible impact on energy resources.

b) **No Impact.** The project would not obstruct a state or local renewable energy plan. The project would continue to use utility provided electricity and the amount of energy use is not anticipated to increase substantially under this Project. No impact will occur.

4.7 – Geology and Soils

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.i) **No Impact.** Although the Project site is in seismically active area of Southern California, the site is not located within an Alquist-Priolo Earthquake Fault Zone.⁴ Therefore, there would be no impact.

a.ii) **Less than Significant Impact.** The Project site in a seismically active region and is subject to ground shaking from an earthquake along major active regional faults; this is common to virtually all development in the Southern California region⁵. Development of the proposed project (including site improvements and permitting of existing structures) would be subject to review and approval by the City and would need to comply with all applicable seismic standards adopted by the City, including the 2016 California Building Code (CBC). The 2016 California Building Code (CBC; Title 14, California Code of Regulations, Part 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property within the structure because the structure is designed not to collapse, thereby minimizing injury and loss of life. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Application of existing laws, regulations, and policies, including the City's standard development review procedures, would ensure that the impact of seismic ground shaking would be less-than-significant, and no mitigation is required.

a.iii) **Less than Significant Impact.** Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high groundwater table. Affected soils lose all strength during liquefaction and foundation failure can occur. The site is not located in a liquefaction zone.⁶ As such, the impact would be less than significant.

a.iv) **No Impact.** According to the Seismic Hazard Evaluation of the Azusa 7.5-Minute Quadrangle, the Project site is not located in an area with potential for landslides⁷. Therefore, no impact will occur.

b) **Less than Significant Impact.** No topsoil occurs onsite because the site contains existing structures and is entirely paved. The project has a low potential to expose surficial soils to wind and water erosion during project-related activities. If exposed, wind erosion will be minimized through Evaluation of Environmental Impacts soil stabilization measures required by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering. Water erosion will be prevented through the City's standard erosion control practices required pursuant to the California Building Code such as silt fencing or sandbags. In addition, the Project site would be covered completely by paving, structures, and landscaping therefore, impacts related to soil erosion and loss of topsoil will be less than significant.

c) **Less than Significant Impact.** Impacts related to liquefaction and landslides are discussed above; the Project does not lie within a liquefaction nor landslide zone. Lateral spreading typically damages pipelines, utilities, bridges, and structures. Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. There is little potential for lateral spread to occur on site because the Project is not located in a liquification or landslide area. The impact is less than significant.

d) **No Impact.** The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. The Project site has previously been developed and most of the site is paved. Therefore, no impact will occur.

⁴ California State Department of Conservation. Alquist-Priolo Earthquake Fault Zone Maps. http://www.quake.ca.gov/gmaps/ap/ap_maps.htm [July 2018]

⁵ California State Department of Conservation. California Geological Survey, Seismic Hazard Zones. Azusa Quadrangle, 1988.

⁶ California State Department of Conservation. Alquist-Priolo Earthquake Fault Zone Maps. http://www.quake.ca.gov/gmaps/ap/ap_maps.htm [July 2018]

⁷ California State Department of Conservation. Seismic Hazard Zone Report for the South Gate 7.5-Minute Quadrangle, Los Angeles County, California. 1998.

e) **No Impact.** The Project site is served by a fully functional municipal sewer system. The Project will continue to use this system and will not require use of septic tanks. Therefore, no impact will occur.

f) **Less than Significant Impact.** The Project site is in an area of Late Quaternary (Holocene, or “modern”) alluvial-fan deposits. These deposits are generally considered to be geologically too young to contain significant paleontological resources (i.e., fossils). There is potential for Pleistocene (more than 10,000 years old), alluvial and alluvial-fan deposits to exist beneath younger deposits in many areas of Los Angeles County. These deposits have yielded important Ice Age terrestrial vertebrate fossils, such as saber-toothed cats, mammoths, mastodons, and extinct species of horse, bison, and camel, all of which are known to occur within the City. However, the Project site has previously been disturbed and the improvements proposed are shallow in depth and are not likely to encounter a soil horizon where fossils are generally discovered. Thus, the project would have a low potential of encountering native soil deposits or a paleontological horizon and would have a less than significant impact.

4.8 – Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant Impact.** An air quality and greenhouse gas assessment was completed by HDR Inc (2019) and is available in Appendix A. Tenant improvement and minor modification to the existing, developed site would not involve minimal use of heavy equipment and would construction impacts with respect to Greenhouse Gases would be less than significant. The types of equipment that would be used are similar to what is currently being used for operations. Thus, the impacts related to site improvements are likely to be minimal as compared to those associated with operations.

The analysis focused on impacts related to Project operations. The analysis evaluated greenhouse gas impacts of the Project as though there were no existing operations. Overall, this represents a “worst-case scenario” analysis as GHG impacts attributable to the Project were estimated without deducting the existing impacts, as can be allowed under CEQA. The GHG analysis that was conducted for this assessment considered the following operational factors and equipment:

- Processing (producing) an average of 50 yards of concrete per day, with a maximum output of 125 yards per day.
- Dry batch Plant w/ Conveyer Belt
- Storage Bins and Scales for Aggregate (Attached to Plant)
- 1-SCIENTIFIC 3,000 cubic feet per minute (cfm) pulse-jet bag house-type dust collection system
- 50-foot, 25 nozzle 1000 psi nylon mist kit (Bag House Unit)
- 1-Loader
- 7-Cement Mixer Trucks
- 1-Powder Truck/Trailer
- 1-Dump Truck

SCAQMD sets the threshold for industrial projects at 10,000 metric tons per year of CO₂ or CO₂ equivalents. CO₂ equivalents include Methane, Nitrous Oxide, HFC-23, HFC-134a, HFC-152a, PFCs, and Sulfur Hexafluoride. The following provides the source and amount of CO₂ or CO₂ equivalents generated by project operations measured in CO₂ or CO₂ equivalent per year:

- Truck trips (506.6 metric tons)
- Employee Commutes (10.5 metric tons)
- Loader (12.0 metric tons)
- Bobcat (3.8 metric tons)

The total is 532.9 metric tons of CO₂ or CO₂ equivalent, which is well below the threshold of 10,000 metric tons per year set by SCAQMD. Thus, the impact would be less than significant.

b) **No Impact.** The Project does not include any feature (i.e. substantially altering energy demands) that would interfere with any applicable policy, regulation or plan. The City does not have any additional plans, policies, standards, or regulations related to climate change and GHG emissions. Also, no other government- adopted plans or regulatory programs in effect at this time have established a specific performance standard to reduce GHG emissions from a single building project. No impact would occur.

4.9 – Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant Impact.** The Project would continue to require delivery of hazardous materials to the site and distribute concrete-batch materials by truck via North Aspan Avenue between the hours of 5:30 AM and 4:30 PM. The California Department of Toxic Substances Control (DTSC), which is a department of CalEPA, is authorized to carry out the federal RCRA hazardous waste program in California to protect people from exposure to hazardous wastes. The department regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste

produced in California, primarily under the authority of RCRA and in accordance with the California Hazardous Waste Control Law (California H&SC Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations (CCR), Divisions 4 and 4.5). Permitting, inspection, compliance, and corrective action programs ensure that people who manage hazardous waste follow federal and State requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. All fluid spills, and concrete-batch spills would be subject to regulations pertaining to hazardous waste management. With adherence to existing regulations and Storm Water Pollution Prevention Plan, impacts would be less than significant.

b) **Less than Significant Impact with Mitigation Incorporated.** It is likely that the Project will involve the use of some hazardous materials during site improvements and as part of normal operation such as fuels and solvents. Handling, use, transport, and disposal of all hazardous materials produced or used during operation would adhere to existing health and safety regulations. All hazardous materials would be stored in conformance with the requirements of the Los Angeles County Fire Authority. Three gasoline underground storage tanks (USTs) were removed from the southwestern portion of the property on June 22, 1990. Nine soil samples were collected from beneath the USTs and at the dispenser island and analyzed for total petroleum hydrocarbons as gasoline (TPHg) and benzene, toluene, ethylbenzene, and xylenes (BTEX). One soil sample, analyzed for organic lead, did not detect for organic lead. The soil samples detected no TPHg and BTEX with the exception of one soil sample from the stockpile, which had concentrations of 1200 milligrams per kilogram (mg/kg) of TPHg. The contaminated soil was limited to near surface soil (grade to two feet bgs) in an area of approximately 50 square feet beneath the dispenser and north. The origin of contamination was believed to be from periodic overfilling by service truck drivers. The applicant would be required to comply with all County, State and Federal procedures for handling, transporting and material storage of hazardous compounds to and from the Project site. Compliance with existing regulations and implementation of Mitigation Measure HAZ-1, impacts would reduce impact to a less-than-significant level.

Mitigation Measure HAZ-1

The project applicant shall prepare a hazardous materials/waste release response plan for the Project site's use as a concrete-batch plant. The plan shall include information on hazardous materials and hazardous waste handling and storage. The plan shall be submitted to the City of Azusa for review and would require periodic site inspections if agency staff or City of Azusa staff receive non-compliance complaints regarding the Project.

c) **Less than Significant Impact with Mitigation Incorporated.** The Project is within 0.5 miles of Mountain View Elementary School. As indicated in the Air Quality analysis, fugitive dust (specifically PM 2.5) can be a concern for this type of operation. The Air Quality analysis evaluated the impact at 25 meters (the distance to the school's athletic fields) and concluded that the operation would not result on a significant impact to air quality. Further, the Project would adhere to Mitigation Measure HAZ-1. Thus, Project impacts would be less than significant with mitigation incorporated.

d) **Less than Significant Impact.** The Project was previously used as a contractor's yard occupied by Berger Bros., Inc., a lath, dry wall, and plaster framing, fireproofing, and insulation contractor. Currently, vehicle servicing, including oil and automotive fluid changes, are conducted on the site. As noted in the Phase I Environmental Site Assessment (Appendix C) three approximately 200-gallon ASTs—two containing new oil and one containing hydraulic fluid—were present in the western vehicle maintenance portion of the northeastern building. No staining or indication of spills or releases was observed. Waste oil and automotive fluids in two approximately 20-gallon rolling drum receptacles were reportedly removed from the site periodically by a licensed waste hauler. A concrete patch that is the location of a former underground storage tank (UST) is located of the onsite storage structure. The UST has been removed and a closure letter was issued by the County of Los Angeles Department of Public Works.

The Project is not located on a site listed on the state's Cortese List. Based upon review of the Cortese List, the Project site is not:

- listed as a hazardous waste and substance site by DTSC,
- listed as a leaking underground storage tank (LUFT) site by the SWRCB,

- listed as a hazardous solid waste disposal site by the SWRCB,
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB, or
- developed with a hazardous waste facility subject to corrective action by the DTSC.

As, the Project is not on the Cortese list, it would have a less than significant impact.

e) **No Impact.** The Project site is not in an existing airport land use plan and is not within two miles of a commercial or private airport.⁸ As such, no impact would occur.

f) **Less Than Significant Impact.** The California Fire Code (CFC) is Part 9 of Title 24. Updated every three years, the CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, fire hydrant locations and distribution, and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas. The Los Angeles County Fire Department provides fire protection services for the City and, as such, implements and enforces the CFC in Azusa. Per state Fire and Building Codes, sufficient space would have to be provided around the property for emergency personnel and equipment access and emergency evacuation. All Project elements, including landscaping, would be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the property. The Project would comply with the California Fire Code (Title 24 CCR, Section 9). The Project would allow emergency access and evacuation from the site and would be constructed to California Fire Code specifications. Over the long term, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. Tenant site improvements would be limited to nominal potential traffic diversion. Project impacts would be less than significant.

g) **No Impact.** The Project site is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE).⁹ There are no wildland conditions in the urbanized area where the Project site is located.¹⁰ Therefore, no impact would occur.

⁸ LA County Planning Department, Airport Land Use Commission Airport Land Use Commission Interactive GIS Map. <<http://planning.lacounty.gov/assets/obj/anet/Main.html>> Accessed 12/21/2018

⁹ CalFire 2011, Azusa Very High Fire Hazard Severity Zones Map. <http://www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/los_angeles/Azusa.pdf> Accessed 12/21/2018

¹⁰ City of Azusa 2004. City of Azusa General Plan, Chapter 5, The Natural Environment <<http://www.ci.azusa.ca.us/DocumentCenter/Home/View/220>> accessed 12/31/2018

4.10 – Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant Impact.** A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code, or cause regulatory standards to be violated as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For this specific issue, a significant impact could occur if the Project would discharge water that does not meet the quality standards of the agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the Project does not comply with all applicable regulations about surface water quality as governed by the SWRCB.

The Project site is a flat previously developed parcel of land in the southwest portion of the City. The Project site is within an existing light industrial zone of the City. According to the U.S. FWS NWI database, no wetlands or water features occur on the Project site. The Project includes the use of hazardous materials that are potentially harmful to water quality, such as vehicle fuels, fluids, paints, thinners, concrete batch materials, and other chemicals. Accidents or improper use of these materials could release contaminants to the environment. Additionally, oil and other petroleum products used to maintain, and operated construction equipment could be accidentally released. Chapter 60 (Stormwater and Urban Runoff Pollution Prevention) of the City's Municipal Code regulates stormwater and non-stormwater discharges; "The intent of this chapter is to enhance and protect the water quality of the receiving waters of the city and the United States, consistent with the (Federal Water Pollution Control) Act." The Chapter enforces proper management of pollutants in order to prevent violation of the Act; this includes illicit discharges, littering and other discharge of polluting substances, discharges from industrial activity, and Best Management Practices for industrial facilities. Compliance with Chapter 60 of the City's Municipal Code would reduce the impact to a less than significant.

b) **Less than Significant Impact.** The Project site does not include impacts to any groundwater recharge areas; the Project would not substantially reduce surface runoff that results in groundwater recharge, as the existing Project site is a paved parcel and the dry batch cement operation is currently operating. Most of the City's groundwater is pumped from the Canyon Basin, one of six sub-basins located within the Main San Gabriel Groundwater Basin. The Project would not impact this system. The Project would be an industrial concrete batch facility, which uses a similar amount of water being used today. Potable water is supplied to the City, and the Project site, from groundwater (approximately 61 to 91 percent), surface water (16 to 27 percent), and a minimal amount of imported water (less than one percent). The Project would not require substantial increased use in water consumption and would therefore have a less than significant impact.

c.i) and c.ii) **Less than Significant Impact.** The Project site lies within the San Gabriel Watershed approximately 0.75 miles northwest of Little Dalton Wash, the nearest tributary of the San Gabriel River. No streams or other water features are in the Project vicinity that would be altered by the Project. Potentially significant impacts to the existing drainage pattern of the Project site or area could occur if development of the Project results in substantial on- or off-site erosion or siltation. The Project would not increase the size of the building footprint and there would be no subsequent increase in impermeable area; also, there would be no increase in the amount of soil exposed to erosion. Additionally, there would be no increase in runoff that could result in flooding. The amount of runoff will not change as a result of the Project. The impact would be less than significant.

c.iii) **Less than Significant Impact.** The Project's site improvements and operation will not increase the amount of impervious surface area on the site as the Project site is already developed. Measures for storm water pollution prevention consistent with Chapter 60 of the City's Municipal Code would also be followed, including litter prevention, frequent cleaning of parking lots and BMPs for new development. With on-site storm water retention treatment and compliance with the City's Municipal Code, the Project would not create or contribute to runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Therefore, the Project would have a less than significant impact.

c.iv) **Less Than Significant Impact.** No streams or other water features are in the Project vicinity that would be altered by the Project. The Project would not substantially alter the impervious surface area on the site as the site is a previously developed parcel of land. The Project would comply with and meet all requirements of Provision C.3 of the Municipal

Regional Permit and Los Angeles County storm water treatment design requirements. Therefore, the Project would not result in flooding on- or off-site, and impacts would be less than significant.

d) **No Impact.** The Project is not located within a 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps.¹¹ The Project is not anticipated to result in the exposure of persons or structures to risk of hazards associated with dam inundation as the Project site is located 4.6 miles northwest of the nearest operating dam. The Project is located less than 40 miles from the Pacific Ocean; however, tsunami hazard is considered low for any elevations above the principal sea bluff. Per the City of Azusa's General Plan Safety Element, seismically induced seiches (that is, the sloshing of water due to an earthquake) are not considered a potential hazard in the City. Therefore, no impact would occur.

e) **Less Than Significant Impact.** The Project will continue to use municipal water, some of which is provided by groundwater, but would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The Project would comply with local and regional regulations related to water quality. In addition, the Project does not impact groundwater management planning as the water used by the Project is consistent with what is allocated to the City. The impact would be less than significant.

¹¹ Federal Emergency Management Agency. FEMA's National Flood Hazard Layer GIS webmap. <http://fema.maps.arcgis.com/home/webmap/viewer.html?webmap=cbe088e7c8704464aa0fc34eb99e7f30> Accessed December 31, 2018.

4.11 – Land Use and Planning

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **No Impact.** The Project site is within the West End Light Industrial District Zone. The Project will operate as an industrial use, consistent with the zoning. Much of the Project site is surrounded by industrial uses within an industrial zone, except for the school site, institution/school zone, located immediately east of the Project site. The Project proposes no changes to the existing roadways, drainage, or other system that would physically divide a community. The Project is consistent and compatible with the surrounding industrial land uses and will not include any features that would be used to divide an established community. In addition, the Project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. Therefore, no impact would occur.

b) **Less than Significant Impact.** The Project site has a Light Industrial General Plan designation and is zoned West End Light Industrial District. The Project does not conflict with the City of Azusa General Plan land use designation or Zoning Code. The Project site is adjacent to an existing school facility, Mountain View Elementary School campus located at 201 North Vernon Avenue. The Project would be required to obtain and maintain a Use Permit for operational hours outside of the City Municipal and Zoning Code permitted hours of operation and a Minor Use Permit for the proposed concrete dry mixing operation. In addition, the Project’s site plan is subject to City approval and adherence to City zoning, building, and safety codes. The Project site would be subject to periodic review of the Use Permit and Minor Use Permit conditions of approval to verify the proposed use remains in compliance with all regulations pertaining to operating hours and uses onsite. Therefore, with adherence to existing regulations the Project impacts would be less than significant.

4.12 – Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** Substantial mineral resources have been identified within the City and are noted in the City’s General Plan, aggregate type mineral resources that are noted as being regionally important. These resource areas are primarily designated as MRZ-2 pursuant to the Surface Mining and Reclamation Act (SMARA) and California Mineral Land Classification System Diagram based on available geological information. Areas located within MRZ-2 indicated the area is underlain by mineral deposits where geologic data shows that significant measured or indicated resources are present. No known mineral resource is known on the Project site; no mineral resource extraction is anticipated with implementation of the Project. Therefore, the Project would not 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, thus creating no impact.

b) **No Impact.** The City General Plan identifies aggregate type mineral resources noted as being regionally important. These resource areas are primarily designated as MRZ-2 pursuant to the Surface Mining and Reclamation Act (SMARA) and California Mineral Land Classification System Diagram based on available geological information. Areas located within MRZ-2 indicated the area is underlain by mineral deposits where geologic data shows that significant measured or indicated resources are present. Much of these areas are currently being mined, however, an additional MRZ-2 designated area remains and is not currently being mined. The City’s General Plan includes policies intended to allow existing mining operations to continue and possibly expand if visual, biological, noise, traffic issues are specifically addressed. The Project would not alter these designations or plans. The Project site is in urbanized areas where surrounding existing and planned land uses would preclude mining operations from occurring. Therefore, the project, creates no impact because it would not 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.

4.13 – Noise

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant with Mitigation Incorporated.** A noise and vibration analysis was completed by HDR Inc. and is included as Appendix D. The analysis considered the following proposed operational characteristics when assessing noise (these are in excess of what is currently operating on-site):

- The Project will utilize a maximum of 7 cement trucks, 1 dump truck, and 1 semi-truck.
- The proposed use will have a total of 9 employees working one shift seven days a week from 5:30 a.m. to 7:00 p.m. Monday to Friday, from 5:30 a.m. to 1:00 p.m. on Saturday, and from 7:00 a.m. to 10:00 a.m. on Sunday.
- Business office will open at 5:30 am Monday through Saturday and at 7:00 a.m. on Sundays.
- Business office will close at 4:30 p.m. Monday through Friday, at 1:00 p.m. on Saturdays, and 10:00 a.m. on Sundays.
- Trucks will start to arrive at 6:00 a.m. and leave at 7:00 p.m. on weekdays
- Trucks will start to load/operate during 6:30 a.m. to 7:00 p.m.
- Trucks load once every 15 minutes at the busiest time.
- The busiest truck departures will be between 7:00 a.m. and 9:30 a.m. Monday through Saturday.
- One supplies delivery truck will arrive once per day.
- Proposed operations involve processing (producing) an average of 50 yards of concrete per day, with a maximum output of 125 yards per day. The following equipment is utilized at the site:
- Dry batch Plant w/ Conveyer Belt
- Storage Bins and Scales for Aggregate (Attached to Plant)
- 1-SCIENTIFIC 3,000 cubic feet per minute (cfm) pulse-jet bag house-type dust collection system
- 50-foot, 25 nozzle 1000 psi nylon mist kit (Bag House Unit)
- 1-Loader
- 7-Cement Mixer Trucks
- 1-Powder Truck/Trailer

- 1-Dump Truck
- 1-Bobcat with Quick Connect Sweeper with Sprayers
- Tennant Sweeper

The following summary regarding noise is from the study. Noise levels are presented on a logarithmic scale to account for the large pressure response range of the human ear and are expressed in units of decibels (dB). A decibel is defined as the ratio between a measured value and a reference value usually corresponding to the lower threshold of human hearing defined as 20 micropascals (μPa). Typically, a noise analysis examines 11 octave (or 33 1/3 octave) bands ranging from 16 Hz (low) to 16,000 Hz (high), which encompasses the human audible frequency range. Since the human ear does not perceive every frequency with equal loudness, spectrally varying sounds are often adjusted with a weighting filter. The A-weighted filter is applied to compensate for the frequency response of the human auditory system, known as dBA.

An inherent property of the logarithmic decibel scale is that the sound pressure levels of two separate sources are not directly additive. For example, if a sound of 50 dBA is added to another sound of 50 dBA in the proximity, the result is a 3-decibel increase (or 53 dBA), not an arithmetic doubling to 100 dBA. With respect to how the human ear perceives changes in sound pressure level relative to changes in “loudness”, scientific research demonstrates the following general relationships between sound level and human perception for two sound levels with the same or very similar frequency characteristics:

- 1 dBA is the practical limit of accuracy for sound measurement systems and corresponds to an approximate 10 percent variation in the sound pressure level. A 1 dBA increase, or decrease is a non-perceptible change in sound.
- 3 dBA increase or decrease is a doubling (or halving) of acoustic pressure level and it corresponds to the threshold of change in loudness perceptible in a laboratory environment. In practice, the average person is not able to distinguish a 3 dBA difference in environmental sound outdoors.
- 5 dBA increase or decrease is described as a perceptible change in sound level and is a discernible change in an outdoor environment.
- 10 dBA increase or decrease is a tenfold increase or decrease in acoustic pressure level but is perceived as a doubling or halving in loudness (i.e., the average person will judge a 10 dBA change in sound level to be twice or half as loud).

An on-site noise survey was completed in January 2018. The assessment measured noise levels for the existing equipment at a distance of 25 feet: (1) Conveyor Belt (63.2 dBA); (2) Loader (72.4 dBA); (3) Loading Truck with Cement Mix (71.4 dBA); and (4) Cement Truck Idling (71.3 dBA). The measurement for Dump Truck Idling (70.0 dBA) was completed at 50 feet. All the readings were within the maximum noise levels.

The assessment also measured the impact of the equipment off-site to see if there would be impacts at the school and at nearby residences. The assessment concluded that the Project could have an impact on outdoor recreational school uses (during the daytime) and existing residential land uses (during nighttime), if not mitigated (See Appendix D-Table E). According to the noise assessment (Appendix D), the reduction in noise level with construction of a sound wall could reduce noise levels below City thresholds for both daytime school uses and nighttime residential uses. The noise assessment (Appendix D, Table F) calculated noise reductions for each piece of on-site equipment using the source height and location relative to a 5-foot tall receiver located 10 feet east of the wall on the school property. (Noise reduction calculations are included in Appendix D's Attachment A.). Therefore, with implementation of Mitigation Measure NOISE-1 potential noise impacts would be less than significant.

Mitigation Measure NOI-1

The project proponent shall include in the project the design and installation of an 8-foot masonry wall along the east property line, subject to review and approval by the City. Based on noise reduction calculations, construction of the 8-foot sound wall would result in school uses exposed to noise levels that are below City thresholds. As such, with mitigation, impacts would be less than significant.

b) **Less Than Significant Impact.** Human response to vibration is difficult to quantify. Vibration can be felt or heard well below the levels that produce any damage to structures. The duration of the event has an effect on human response, as does frequency. Generally, as the duration and vibration frequency increase, the potential for adverse human response increases. While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low- frequency vibration. Vibration in buildings may be perceived as motion of building surfaces or rattling of windows, items on shelves, and pictures hanging on walls. Vibration of building components can also take the form of an audible low-frequency rumbling noise, which is referred to as groundborne noise.

Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when the structure and the source of vibration are connected by foundations or utilities, such as sewer and water pipes. To assess a project's vibration impacts, the Caltrans 2004 vibration impact assessment, entitled the "Transportation and Construction-Induced Vibration Guidance Manual," was utilized. The guidance manual uses peak particle velocity (PPV) to quantify vibration amplitude. The following guidelines are provided by CalTrans at distances of 25 feet:

- Fragile buildings
 - Transient sources (0.20 PPV)
 - Continuous / Frequent / Intermittent sources (0.10 PPV)
- Historic and old buildings
 - Transient sources (0.50 PPV)
 - Continuous / Frequent / Intermittent sources (0.25 PPV)
- Old residential structure
 - Transient sources (0.50 PPV)
 - Continuous / Frequent / Intermittent sources (0.30 PPV)
- New residential structures
 - Transient sources (1.00 PPV)
 - Continuous / Frequent / Intermittent sources (0.50 PPV)
- Modern industrial and commercial
 - Transient sources (2.00 PPV)
 - Continuous / Frequent / Intermittent sources (0.50 PPV)
- Strongly perceptible
 - Transient sources (0.90 PPV)
 - Continuous / Frequent / Intermittent sources (0.10 PPV)

The closest sensitive receptor, the residences and school buildings to the east, are within 250 ft of the on-site equipment. Distance attenuation would reduce the on-site equipment vibration levels from 0.089 in/sec at 25 feet to 0.007 in/sec at 250 feet. This level is below the 0.04 in/sec level considered to be barely perceptible to humans for transient sources. As such, vibration impacts associated with the Project would be less than significant.

c) **Less Than Significant Impact.** According to the noise and vibration analysis (Appendix D), the Project site is located approximately 7 miles east of the El Monte Airport and approximately 8 miles west of the Brackett Field Airport. Therefore, because the Project site is located outside of the 65 dBA CNEL noise contour of either airport, this would be a less than significant impact.

4.14 – Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant Impact.** The Project does not include any residential uses; therefore, the Project would not result in any direct residential growth. No new expanded infrastructure is proposed that could accommodate additional growth in the area; thus, no indirect population growth would occur. The Project is a concrete-batch facility, with up to nine employees onsite during regular business hours; the Project may include a slight expansion of business activity if the number of employees increases from six (current) to nine. Per the Southern California Association of Governments (SCAG), employment in the City is projected to increase by 1,200 jobs between 2008 and 2035. Therefore, because the Project would not result in substantial unplanned population growth, impacts would be less than significant.

b) **No Impact.** The Project site is currently an existing operating industrial facility with no planned residential uses. The Project does not contain any housing units and does not require removal of any residential units. Also, the Project would not result in the displacement of any people. Therefore, no impact would occur.

4.15 – Public Services

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) 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) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.i) Less than Significant Impact. The Los Angeles County Fire Department (LACFD) provides fire protection and emergency medical services in the City. The LACFD Battalion 16 provides fire protection and emergency medical response services to the Project area. Specifically, the Project site is served by LACFD Fire Station No. 32, which is located approximately 1.1-miles northeast of the Project site, at 605 North Angeleno Avenue in Azusa. Fire emergency response time is three minutes. Fire Station 32 has been in continual operation; it has the capacity to serve the Project site. LACFD will review site plans for the Project as part of its standard review process. Furthermore, the Project does not propose to engage in hazardous activities that will require new or modified fire protection equipment to meet potential emergency demand. (Project transport, storage, and/or use of hazardous materials is discussed in section 4.9, Hazards and Hazardous Materials.) The Project would not require additional fire protection beyond those designated for light industrial uses.

Los Angeles County Fire Department provides technical fire prevention activities by checking building construction plans to make sure all proposed buildings meet appropriate safety codes prior to construction. Fire inspectors perform plan review on all proposed fire sprinkler systems, fire alarm systems, and restaurant hood extinguishing system installation. Impacts related to expansion of fire protection services will be less than significant.

a.ii) Less than Significant Impact. The Azusa Police Department (APD), headquartered at 911 Azusa Boulevard, provides police protection to the City and the Project site. APD offers services to the entire City, an approximately 10 square-mile area, which is divided into three service area commands (SAC); the Project is in SAC 1. The APD has 63 sworn police

officers providing law enforcement services 24 hours a day.¹²The Project is an industrial use that would not create any unique issues for police protection services. No new or expanded police facilities would need to be constructed because of the Project. Substantial increase in crime is not expected because of the Project. Therefore, impacts to police protection services would be less than significant.

a.iii) Less than Significant Impact. As a light industrial land use, the Project does not include any residences that would generate direct demand for school facilities. The Project could have a minimal impact on schools as the Project would not result in a substantial increase in employment. Therefore, a less than significant impact would occur.

a.iv) Less than Significant Impact. Demand for park and recreational facilities, generally, are the direct result of residential development. However, no residential dwelling units are proposed as part of the Project. Additionally, the Project would not substantially contribute a substantial new employment base to the City that would impact demand for public parks. As such, demand for park services under the Project would not increase. Therefore, impacts would be less than significant.

a.v) Less than Significant Impact. The Project, a nonresidential use, would not result in any substantial population growth that would require expansion of any other public services such as libraries or hospitals. The Project would not rely on any such services to conduct normal business operations. Therefore, the Project would have a less than significant Impact.

¹² City of Azusa. Azusa Police Department Official Website. <https://azusapd.org/> Accessed December 31, 2018.

4.16 – Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than significant impact.** The City maintains twelve City-owned parks and facilities totaling 60.69 acres. In addition to the City parks, residents have access to County-operated Regional Parks and outdoor recreational facilities within the Angeles National Forest. The Project does not include any residential development and is not anticipated to contribute to substantial future use of parks and recreational facilities that may result in impacts. Also, the Project would not increase the number of employees on the site, so there would be no additional impact of park use from employees. Therefore, the Project would not 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. The impact would be less than significant.

b) **No Impact.** The Project would not result in the direct construction of any recreation facilities. Therefore, no impact will occur.

4.17 – Transportation and Traffic

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3 or will conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than significant impact.** A traffic generation study was completed by Traffic Design Inc. and is included as Appendix E. The traffic study predicts the number of Passenger Car Equivalent (PCE) trips under the Project; the Project represents an incremental increase in traffic as compared to the existing unpermitted operation. The traffic study explains the existing and anticipated traffic circulation near the Project as follows:

- Trucks coming to the site using eastbound I-210 (Foothill Freeway) will travel to Vernon Avenue exit ramp to 3rd Street, then either 1) turn right on 3rd Street, turn left on North Aspan Avenue, and finally enter the site by turning left into the driveway, or 2) turn left on 3rd Street, turn right on Vernon Avenue, turn right on 1st Street, turn right on North Aspan Avenue, and finally enter the site by turning right into the driveway.
- Trucks coming to the site using westbound I-210 will travel to Vernon Avenue exit ramp to Vernon Avenue, turn left on Vernon Avenue, then either 1) turn right on 3rd Street, turn left on North Aspan Avenue, and finally enter the site by turning left into the driveway, or 2) turn right on 1st Street, turn right on North Aspan Avenue, and finally enter the site by turning right into the driveway.
- Trucks leaving the site to destinations using eastbound I-210 will either 1) exit the site by making a right turn on North Aspan Avenue, then turn right on 3rd Street to Vernon Avenue, and finally travel straight onto the I-210 eastbound on-ramp, or 2) exit the site by making a left turn on North Aspan Avenue, then turn left on 1st Street to Vernon Avenue, turn left on Vernon Avenue, and finally turn right onto the I-210 eastbound on-ramp.

- Trucks leaving the site to destinations using westbound I-210 will either 1) exit the site by making a right turn on North Aspan Avenue, then turn right on 3rd Street to Vernon Avenue, turn left on Vernon Avenue, and finally turn left onto the I-210 westbound on-ramp, or 2) exit the site by making a left turn on North Aspan Avenue, then turn left on 1st Street to Vernon Avenue, turn left on Vernon Avenue, and finally turn left onto the I-210 westbound on-ramp.

The purpose of the traffic analysis “is to determine existing 24-hour average daily traffic (ADT) volumes as well as peak hour traffic volumes to be generated by the operation of Consolidated Ready Mix” operation. Based on the plant’s operational schedule and with a maximum of seven mixer truck capacity, an estimated total of 148 passenger car equivalent (PCE) trips will be generated (74 inbound and 74 outbound). Currently, six full-time employees and seven truck drivers are estimated to generate 26 daily vehicle trips (13 inbound and 13 outbound). As shown below, nine full-time employees and seven truck drivers will generate a total of 32 trips by employee cars. The trucks will generate a total of 58 truck trips per day. Assuming one truck is equivalent to two passenger cars for traffic analysis purposes, a total of 116 PCE will be generated by trucks per day.

During the AM peak hour (the busiest commuter hour between 7:00 AM and 9:00 AM), a maximum of 8 PCE will be generated per hour, i.e. 4 truck trips. During the PM peak hour (the busiest commuter hour between 4:00 PM and 6:00 PM), a maximum of 19 PCE trips will be generated, i.e., 5 truck trips and nine employee car trips.

The increase of three employees (from six to nine) and the associated trips was reviewed by the City of Azusa City Engineer; the City Engineer concluded that the additional trips would very likely not lead to a change in level of service. Overall, the amount of traffic is expected to change minimally as the Consolidated Ready Mix is already in operation, therefore, there would be no change in the Level of Service (LOS) at area intersections. Thus, impacts will be less than significant.

Table 5: Trip Generation by Weekday Hour

Time	Employee Cars		Trucks		Trucks in PCE ¹		Total PCE	
	In	Out	In	Out	In	Out	In	Out
5:00am	9						9	
6:00am	7			1		2	7	2
7:00am				4		8		8
8:00am				2		4		4
9:00am			3	2	6	4	6	4
10:00am			4	4	8	8	8	8
11:00am			1 ²	2 ²	2	4	2	4
12:00pm			4	3	8	6	8	6
1:00pm			3	4	6	8	6	8
2:00pm			1	0	2	0	2	
3:00pm			4	4	8	8	8	8
4:00pm		9	2	3	4	6	4	15
5:00pm		1	2		4		4	1
6:00pm		4	4		8		8	4
7:00pm		2	1		2		2	2
Total per Day	16	16	29	29	58	58	74	74

Table 5: Trip Generation by Weekday Hour

Time	Employee Cars		Trucks		Trucks in PCE ¹		Total PCE	
	In	Out	In	Out	In	Out	In	Out
¹ Passenger car equivalent to a truck. One truck equals the equivalent of two passenger cars. ² Between 11:00am and 12:00pm, 1 truck leaves after 15-minute loading as activity slows after 11:00am. During the same time, 1 supply delivery truck also arrives and leaves after the delivery.								

b) **Less than significant impact.** The Congestion Management Program (CMP) is a State-mandated program that was enacted by the State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system. As outlined in the 2010 CMP for Los Angeles County, a review has been prepared to determine if a formal TIA would be required to determine the potential impacts on designated monitoring locations on the CMP highway system. The review has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, County of Los Angeles Metropolitan Transportation Authority, October 2010. The review identified project generates 148 passenger car equivalent (PCE) trips per day and this would increase slightly under the Project but there would not be a change in the LOS at area intersections resulting in a less than significant impact. The Project generated vehicles are within the 2010 CMP.

c) **No Impact.** A significant impact would occur if the Project substantially increased an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. The Project will continue to use the existing driveway on North Aspan Avenue and no changes will be made to the driveway or entry that would create a dangerous intersection or add a sharp curve. There would be no impact.

d) **No Impact.** A significant impact would occur if the design of the Project would not satisfy emergency access requirements or in any other way threaten the ability of emergency vehicles to access and serve the Project site or adjacent uses. Emergency services in the Project area are currently provided by Los Angeles County Fire and the Azusa Police Department. The Project would not impact emergency access to the area as there would be no road closures or other barrier added to public streets used by emergency vehicles. There would be no impact.

4.18 – Tribal Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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 Cultural Native American tribe, and that is:				
i) 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant Impact with Mitigation Incorporated.** Despite the heavy disturbances of the Project area, it is possible that intact tribal cultural resources exist in undisturbed areas, or beneath disturbed areas of soil. Any ground disturbing activity in native soils has the potential for the unanticipated discovery of resources during project construction. Mitigation Measures CUL-1 through CUL-2 are included in Section 4.5 to reduce impacts to any previously undiscovered archaeological resources, including Tribal Cultural Resources (TCRs), encountered during project construction. As such, impacts would be less than significant to archeological resources with mitigation incorporated.

b) **Less than Significant Impact with Mitigation Incorporated.** Some archaeological artifacts or sites may not meet the criteria for being a “unique archaeological resource” and therefore not considered significant under CEQA. It is possible for a lead agency to determine that an archaeological discovery is considered significant to a local tribe, and thus considered a significant resource under CEQA, even if it would not otherwise be considered significant under CEQA. Mitigation Measure

TRI-1 would safeguard tribal resources that may not otherwise be protected under CEQA. Impacts would therefore be at a less than significant level.

Mitigation Measures TRI-1

All Native American archaeological finds are to be considered significant historical resources, eligible for inclusion on the CRHR until the lead agency has enough evidence to make a determination of significance through consultation with a qualified archaeologist, and tribal representative.

4.19 – Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less than Significant Impact.** The City primary source of potable water is surface and groundwater. The Azusa Light and Water District Urban Water Management Plan (UWMP) identifies its two primary sources of water as imported water from the Colorado River and State Water Project (SWP) via MWD. The UWMP recognizes that imported water, particularly SWP water, is becoming increasingly restricted due to drought and environmental rulings. Other sources of water include groundwater and recycled water. Total projected water demand for the District in 2035 is estimated at 21,942 GPM (168 GPCD). Of the City's total water consumption in 2014, 47 percent was allocated to residential usage with commercial and industrial usage only accounting for 19 percent of the City's total water consumption. The Project is estimated to use 1.58-acre feet per year (AFY) pursuant to the calculations utilized in the project Air Quality and Greenhouse Gas Assessment. Potable water in the City is provided by the Azusa Light and Water Department via local groundwater primarily and via the San Gabriel River when groundwater is not sufficient and from the Metropolitan Water District in extreme conditions. As determined by the City's General Plan EIR, projected growth within the City would be adequately served by local groundwater supply among other sources. The City's General Plan includes policies that assure that water supply and demand are continually monitored, and the Water Master Plan updated as needs be to ensure that adequate supply

continues to be provided. There is substantial supply to meet the needs of the Project and growth within the service areas; therefore, no new entitlements will need to be acquired.

Regarding wastewater facilities, wastewater generated at the Project site is treated at the Los Angeles County Sanitation District's Joint Water Pollution Control Plant (JWPCP). The Project is estimated to a nominal amount of wastewater from onsite restrooms. This generation is within the existing remaining treatment capacity of the JWPCP, comprising a nominal amount of the 400 million gpd treatment capacity. Therefore, the Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

The Project site is currently developed with two light industrial buildings, accessory structures and paving, and minor landscaping. The proposed Project includes landscaping, and a bio-retention and detention basin. Stormwater flows will be directed underground through two catch basins along the western edge of the Project site then pumped into the bio-retention/detention basin via sump pump. A catch basin within the bio-retention/detention basin will direct flows underground and discharge onto North Aspan Street where there is an existing storm drain. No storm drain facilities are required to be constructed to serve the Project.

The Project exists in a currently urbanized area and would not require the construction of new or expanded telecommunications, electricity, or natural gas-related facilities. Overall, the Project would not 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 that would result in impacts. Thus, the Project would have a less than significant impact.

b) Less than Significant Impact. As discussed above in Section 4.19(a) above, the City has adequate water supplies to serve the Project. Azusa Light and Water's supply is derived from groundwater produced from the main San Gabriel Basin, surface water from the San Gabriel River, and imported water purchased through the upper district. Azusa Light and Water purchase 5,377 acre-feet per year of water from the Municipal Water District through a connection located at Badillo Street. The connection has a capacity of 4.8 MGD. Imported water supply is delivered through its connection to the upper district, which is then delivered through the middle feeder system. In addition to surface water, groundwater is also utilized. Azusa Light and Water also diverts water from the San Gabriel River and Morris Reservoir and treats the water at the Joseph F. Hsu Filtration Plant. The Plant has a capacity of 12 million gallons per day (MGD), which provides approximately one third of the total supply for the entire service area. Azusa Light and Water distributes water to its 23,000 service customers through an extensive network of distribution mains. Emergency connections with adjacent providers are available. Azusa Light and Water reservoirs have a capacity of 38.2 MG, and the emergency connections have a capacity of 5,800 GPM. In addition, Azusa Light and Water has a planned 18-inch connection with San Gabriel Valley Municipal Water to further provide for uninterrupted service. The Project's estimated water demand is approximately 1.58 AFY, representing less than one percent of the remaining projected use. Impacts would be less than significant.

c) No Impact. Wastewater discharges from the Project will be treated by the Los Angeles County Sanitation District at the Joint Water Pollution Control Plant. The Joint Water Pollution Control Plant provides both primary and secondary treatment for approximately 280 million gallons per day (MGD) of wastewater with a permitted capacity of 400 mgd and serves a population of approximately 1.5 million people. Wastewater treatment requirements for the Los Angeles County Sanitation District treatment facilities are established by the Los Angeles Regional Water Quality Control Board (RWQCB). These treatment requirements establish pollutant limits for effluent discharges to receiving waters. Wastewater discharge requirements (WDR) are issued by the Los Angeles Regional Water Quality Control Board (RWQCB). The WDRs establish standard Clean Water Act (CWA) effluent limitations and individual limitations on biochemical oxygen demand, total suspended solids, oil and grease, settleable solids, and turbidity. The Project current wastewater discharges consist of onsite bathroom wastewater. Concrete from mixing trucks is washed out onsite and reused for additional use. Common wastewater discharges do not require special processing at the treatment plants. There would be no change in the existing conditions. The impact would have no impact.

d) **Less than Significant Impact.** Regional landfill capacity fluctuates daily and is regularly monitored by the County Sanitation Districts of Los Angeles County to ensure there is sufficient landfill space available to dispose of municipal solid wastes. The Project would generate ordinary domestic solid waste in quantities typical of industrial uses. Additionally, the Project will be subject to the City's construction recycling programs. Project-generated solid waste would be disposed of at the Sunshine Canyon City/County. Solid waste in the City is primarily disposed of at Sunshine Canyon City/County Landfill. Sunshine Canyon is permitted to process 12,100 tons of refuse a day, has an estimated remaining capacity of 101 million cubic yards, and is estimated to close in 2037. Based on the calculations utilized in the project Air Quality and Greenhouse Gas Assessment (Appendix A), the Project is estimated to generate 2.76 tons of solid waste per year. Considering landfills serving the project have approximately 123.7 million cubic yards of remaining capacity, sufficient capacity is available to serve the Project. It should be noted that in the likely case that these landfills close within the life of the Project, additional landfills are available within the County to serve the Project. The Project will not result in a significant increase in solid waste generation; therefore, impacts are less than significant.

e) **No Impact.** The Project is required to comply with all applicable federal, state, County, and City statutes and regulations related to solid waste as a standard project condition of approval. Therefore, no impact would occur.

4.20 – Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a), b), c) and d) No impact. The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California. CAL FIRE ranks fire threat based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat and moderate, high, and very high fire threat. Additionally, CAL FIRE produced a 2012 Strategic Fire Plan for California that contains goals, objectives, and policies to prepare for and mitigate the effects of fire on California’s natural and built environments. CAL FIRE’s Office of the State Fire Marshal provides oversight of enforcement of the California Fire Code as well as overseeing hazardous liquid pipeline safety. The Project is not classified as a very high fire severity zone. Therefore, there would be no impacts related to wildfire.

4.21 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially 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, substantially 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 the past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less than Significant with Mitigation Incorporation.** The Project site is located within an urbanized area with no natural habitat. The Project would not significantly impact any sensitive plants, plant communities, fish, wildlife or habitat for any sensitive species. With Mitigation Measures CUL-1, CUL-2, and TRI-1, adverse impacts to archeological and tribal resources would not occur. While completing site improvements, procedures would be implemented in the event any important archeological or tribal resources are discovered, consistent with Mitigation Measures CUL-1, CUL-2, and TRI-1. Therefore, impacts are less than significant with mitigation incorporation.

b) **Less than Significant with Mitigation Incorporated.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes involved in the project.

The Project would result in less than significant environmental impacts with the exception of operational noise, which would be reduced to a less-than-significant level with mitigation (Mitigation NOI-1). As the new facility is replacing an existing facility that is still in use, there would be little cumulative change in the Project area. There would be no other impacts related to construction or operation that would contribute substantially to any other concurrent construction programs that may be occurring in the vicinity.

c) **Less than Significant with Mitigation Incorporation.** The proposed project could have the potential to cause substantial adverse impacts on human beings, both directly and indirectly. However, all potential impact and adverse effects on human beings (resulting from hazards and hazardous materials, and noise) were analyzed, and based on the analysis of the project's impacts, would be less than significant with the mitigation measures identified in this Initial Study incorporated into the project.

5 Summary of Mitigation Measures

Mitigation Measures

CULTURAL AND TRIBAL CULTURAL RESOURCES

CUL-1 Prior to the commencement of grading or demolition of subsurface structures, a professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, shall conduct Archaeological Sensitivity Training session for construction personnel. The training session will include a written handout and will focus on how to identify archaeological resources that may be encountered during earth-moving activities, including the procedures to be followed in such an event.

CUL-2: In the event that archaeological resources are unearthed during ground-disturbing activities, the ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find, where construction activities will not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside the buffer area. The City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resources, along with subsequent laboratory processing and analysis. If human remains are unearthed during implementation of the proposed project, the City of Azusa and the applicant shall comply with State Health and Safety Code Section 6050.5. The City of Azusa and the applicant shall immediately notify the Los Angeles County Coroner's Office and no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). After the MLD has inspected the remains and the site, they have 48 hours to recommend to the landowner the treatment and/or disposal, with appropriate dignity, the human remains and any associated funerary objects. Upon the reburial of the human remains, the MLD shall file a record of the reburial with the NAHC and the project Archaeologist shall file a record of the reburial with the California Historical Resources Information System - South Central Coastal Information Center (CHRIS-SCCIC). If the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

HAZARDS AND HAZARDOUS MATERIALS

HAZ-1 The project applicant shall prepare a hazardous materials/waste release response plan for the project site and use as a concrete-batch plant. The plan shall include information on hazardous materials and hazardous waste handling and storage. The plan shall be submitted to the City of Azusa for review and would require periodic site inspections if agency staff or City of Azusa staff receive non-compliance complaints in regard to the project.

NOISE

NOI-1 The project proponent shall include in the project the design and installation of an 8-foot masonry wall along the east property line, subject to review and approval by the City. Based on noise reduction

calculations, construction of the 8-foot sound wall would result in school uses exposed to noise levels that are below City thresholds.

TRIBAL CULTURAL RESOURCES

- TRI-1** All Native American archaeological finds are to be considered significant historical resources, eligible for inclusion on the CRHR until the lead agency has enough evidence to make a determination of significance through consultation with a qualified archaeologist, and tribal representative.

6 List of Preparers

City of Azusa (Lead Agency)

Planning Division
City of Azusa
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- Matt Marquez, City of Azusa Economic and Community Development Director
- Manuel Muñoz, Planning Manager

MIG (Environmental Analysis)

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- Lisa Brownfield, Director of Planning Services
- Robert Prasse, Director of Environmental Services
- William Spain, Senior Environmental Planner
- Christopher W. Purtell, Director of Cultural Resources /Senior Archaeologist
- Chris Dugan, Director of Air, Noise and Greenhouse Gas Services
- Robert Templar, Senior Archaeologist

HDR (Technical Studies)

- Keith Lay, Air Quality and Greenhouse Gas Analysis
- Nina Delu, Environmental Planner Cultural Resources Lead

ODIC ENVIRONMENTAL (Phase I Environmental Assessment)

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- Mary Osborne, Senior Environmental Consultant
- Hyung Kim, Environmental Professional

TRAFFIC DESIGN, INC. (Traffic Generation Study)

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- M. Yunus Rahi, Registered Civil and Traffic Engineer