

Appendix B

Initial Study



UNITED ROCK QUARRY NO.3 PROJECT
SEDIMENT PLACEMENT SITE
Initial Study

Prepared for
County of Los Angeles

November 2017



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ENVIRONMENTAL CHECKLIST

Initial Study

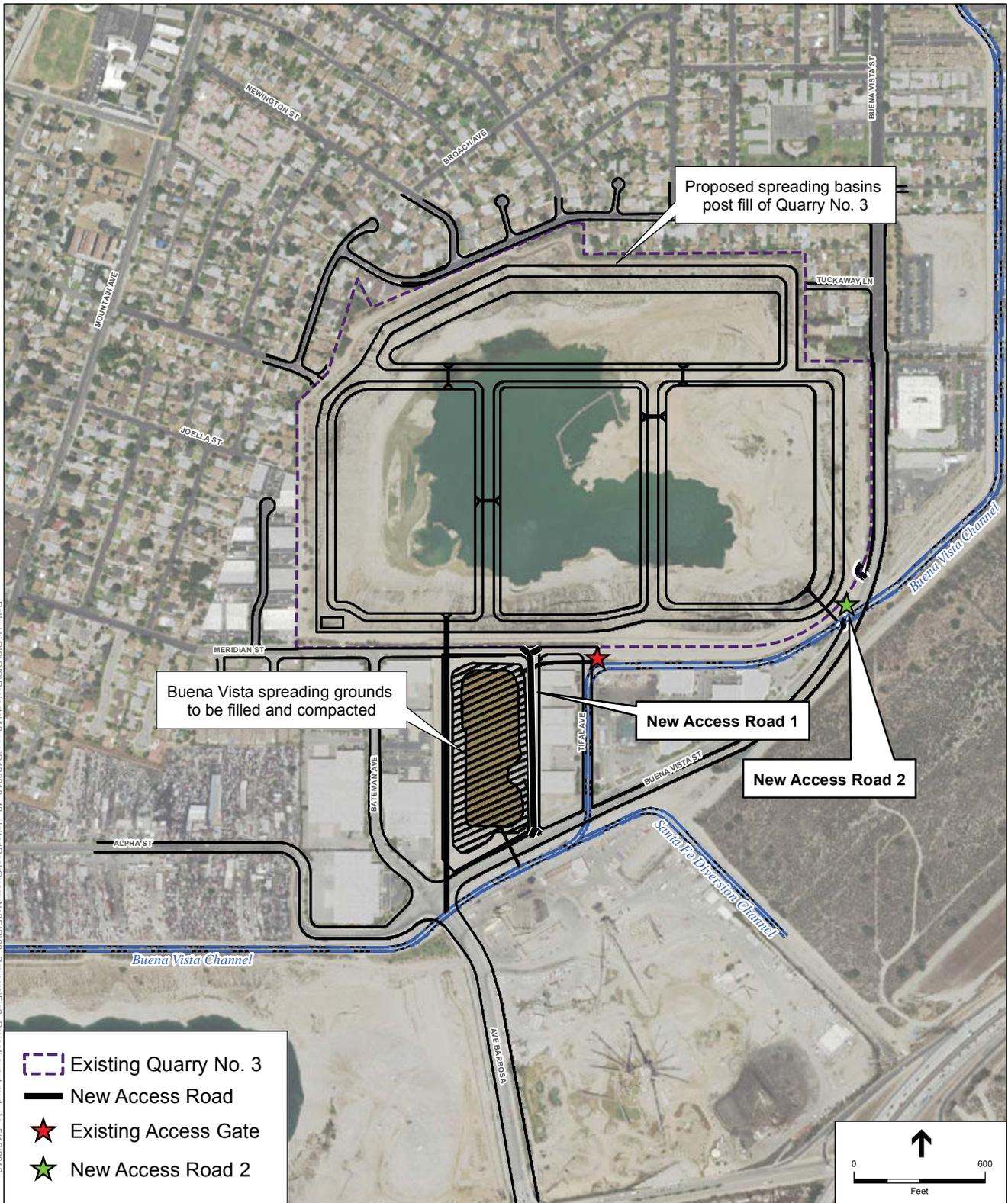
1. **Project Title:** United Rock Pit No.3 Project
2. **Lead Agency Name and Address:** County of Los Angeles Dept. of Public Works
Los Angeles County Flood Control District,
Water Resources Division
900 South Fremont Avenue, 2nd Floor
Alhambra, CA 91803
3. **Contact Person and Phone Number:** Valerie Esparza
(626) 458-6126
vesparza@dpw.lacounty.gov
4. **Project Sponsor's Name and Address:** County of Los Angeles Dept. of Public Works
Los Angeles County Flood Control District
900 South Fremont Avenue
Alhambra, CA 91803
5. **General Plan Designation(s):** Quarry Overlay – Open Space
6. **Zoning Designation(s):** Quarry (Q)
7. **Location.** The County of Los Angeles (County) is located in southern California, with the Pacific Ocean and Ventura County to the west, Kern County to the north, San Bernardino County to the east, and Orange County to the south. The project site is located within northwestern portion of the City of Irwindale (City). Irwindale is a 9.5-square mile incorporated city of the County and is located 20 miles east of Downtown Los Angeles (**Figure 1**). The 91-acre project site is situated about 3 miles south of the San Gabriel Mountains in the San Gabriel Valley at approximately 469 feet above mean sea level (AMSL). The project site is southwest of Interstate 605, south of Interstate 210, and north of Arrow Highway.
8. **Existing Setting.** The project site is located within an existing active quarry site in the northwest portion of the City of Irwindale. The existing quarry site currently has a storage capacity of 30 million cubic yards (MCY), with an area of 91 acres and a depth of approximately 360 feet below the adjacent ground surface to its deepest location (**Figure 2**).
9. **Surrounding Land Uses.** According to the City of Irwindale General Plan, the project site is surrounded by industrial land use to the south and east, and residential land uses in the City of Duarte to the north and west. The area southeast of the project is designated as “Open Space/Easements” by the General Plan



SOURCE: Los Angeles County

United Rock Quarry No. 3 EIR . 120810.42

Figure 1
Regional Location



SOURCE: ESRI

United Rock Quarry. 120810.42
Figure 2
 United Rock Quarry No.3

Project Background Purpose and Need

The Los Angeles County Flood Control District (District) manages a flood control system of dams, reservoirs, and debris retention basins that are designed to collect the sediment and prevent it from damaging property downstream. Debris flow caused by the erosion off the watershed, flows downstream and is trapped at flood control facilities. When there is a burned watershed, the production of debris is greater than normal. Therefore, it is important to remove the sediment buildup collected over time in these flood control facilities for proper operation and protection to downstream properties.

The District currently owns 36 SPSs, 17 of which are active SPSs and have an estimated combined capacity of approximately 48 MCY. Manning Pit SPS is an example of an inactive quarry which was acquired and developed as a District-managed SPS, similar to the proposed reclamation for this project. The reclamation of United Rock Quarry No. 3 as a SPS would prolong the District's sediment management capabilities by increasing its total capacity of sediment storage and conserve additional stormwater.

Cleanouts of reservoirs are typically completed during the dry season, April through October, and debris basins are cleaned out year round. Approximately 300,000 cubic yards (CY) of sediment has been generated each year through these sediment removal cleanouts. This sediment is disposed of and hauled to the nearest sediment placement site (SPS) and or landfill facility by utilization of 20 CY trucks, which hold approximately 16-18 CY per load. SPSs such as Manning Pit or landfill facilities such as Azusa Landfill and Nuway Landfill in Irwindale are primarily disposal locations for this sediment. This disposal site may be located adjacent to or near debris basins in order to quickly transport sediment and reduce hauling distances; however, they are quickly reaching maximum capacity limits. When emergency situations arise it is important to utilize the nearest SPS location to expedite regaining capacity at the facility to maximize protection.

Due to a record setting fire, the Station Fire, that occurred in 2009, and with District SPSs in the region quickly filling up, the County of Los Angeles Department of Public Works (Public Works) prepared a Sediment Management Strategic Plan (Strategic Plan, 2012) for the Period of 2012-2032. The Strategic Plan predicts the capacity of sediment that will need to be provided from the District's existing flood control facilities during the next 20 years will equate to 58 MCYs, which will significantly exceed the capacity of the District's existing SPSs. Additionally, sediment placement capacity for the District's facilities will be needed within the next five years because the volume of sediment predicted to be accumulated will be 15 MCY (Strategic Plan, 2012).

Project Description

Under the Project, the District would purchase Quarry No. 3 from United Rock and use it as a SPS (to be called Buena Vista SPS) in order to enhance the District's sediment management capabilities. The Project would involve the use Quarry No. 3 as a permanent placement location for sediment removed from the District's reservoirs, debris basins, spreading grounds, and other facilities. As of 2016, Quarry No. 3 had a storage capacity of approximately 27 MCY and a depth of approximately 360 feet below the adjacent ground surface at its deepest.

The Project would include a Project construction phase and a Project operations phase. Construction activities would include necessary improvements to the Quarry No. 3 site, the Buena Vista Spreading Basin site, and the surrounding vicinity to enable trucks to dispose of material in the new Buena Vista SPS. The District would begin Project construction in 2019 and Project operation in 2020. Placement of sediment at Buena Vista SPS would last approximately 50 years; therefore, the anticipated end date of the Project's operations would be in the year 2070. The Project's construction activities would include the following:

- Replacement of existing access gates with new automated access gates;
- Improvements to the existing access roads;
- Backfilling of the District's existing Buena Vista Spreading Basin, which would involve approximately 400 truck trips per day for 14 weeks (approximately 27,500 truck trips);
- Construction of a new paved access road through the District's existing Buena Vista Spreading Basin;
- Drainage improvements;
- Perimeter improvements including upgrades to fencing and access gates;
- Construction of a small operation building (approximately 500 square feet);
- Installation of enhanced lighting, a wheel wash station, shaker plates, and possibly measurement scales for truckloads; and
- Restriping of two segments of Buena Vista Street.

Operation of the Project includes the hauling and depositing of sediment collected from the District's facilities throughout Los Angeles County into the Buena Vista SPS. Project operation would be intermittent, with many periods of low or no use of Buena Vista SPS. During normal sediment placement operations, peak truck trips to the Project site could include 50 one-way truck trips per hour, either in the morning or afternoon hours, for a total of 800 one-way truck trips per day over an 8-hour period. During emergency sediment placement operations, which would be the result of emergency sediment removal projects at the District's facilities, sediment may need to be placed at Buena Vista SPS 24 hours a day.

Due to the significant need for a placement location for sediment removed from the District's facilities, the District would begin Project construction in 2019 and Project operation in 2020. Placement of sediment at Buena Vista SPS would last approximately 50 years; therefore, the anticipated end date of the Project's operations would be in the year 2070.

The conversion of United Rock Quarry No. 3 to Buena Vista SPS would not generate any new sediment removal operations nor any new additional truck trips beyond those associated with the District's sediment removal operations. The Project would reroute the District's sediment hauling trucks to Buena Vista SPS from other locations where the District could dispose of the sediment.

Responsible Agencies, Permits and Approvals

The following potential permits and/or approvals from other agencies that may be required prior to construction of the proposed project include:

- City of Irwindale- Construction Encroachment Permit, Conditional Use Permit, Reclamation Plan
- South Coast Air Quality Management District-Stationary Equipment Air Permit
- Regional Water Quality Control Board-Wastewater Discharge Permit, Construction General Permit Stormwater Pollution Prevention Plan (SWPPP)

Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

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

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal 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.
- I find 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, no further environmental documentation is required.

Signature

Date

Printed Name

For

Environmental Checklist

Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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1. AESTHETICS — Would the project:

- a) Have a substantial adverse effect on a scenic vista?

No Impact. According to the City of Irwindale’s General Plan, there are no scenic vistas in and around the project site (City of Irwindale, 2008). Currently the project site is an existing open-pit mine, where the proposed project would construct site improvements, which consists of site drainage improvements, enhanced lighting, new entrance gate, a small operation building, and measurement scales for truckloads, and would deposit sediment collected from the District’s existing flood control facilities to fill the Buena Vista SPS back to grade level. While the proposed project would construct site improvements, these types of improvements are similar in height and nature as existing infrastructure located on the project site. Therefore, implementation of the proposed project would not result in an adverse effect on a scenic vista. No impact would occur and no further analysis is warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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- b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. According to the California Scenic Highway mapper, the nearest eligible state scenic highway is Interstate-210 (I-210), located approximately 0.65 miles north of the project site. However, I-210 has not been officially designated as a scenic highway (California Department of Transportation, 2011). Thus, the proposed project would not be located along a scenic corridor or near scenic resources. Therefore, there would be no impact and this issue will not be discussed further in the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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- c) Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. Currently, the project site consists of an open pit from on-going mining operations, which are anticipated to be complete by the end of 2017. The proposed project would construct site improvements, which consists of site drainage improvements, enhanced lighting, a new

entrance gate, a small operation building, and measurement scales for truckloads, wheel wash stations, and would deposit sediment collected from the District’s existing flood control facilities to fill Buena Vista SPS back to grade level. Buena Vista SPS would be filled to grade to be used either as a future spreading ground facility or facilitate other local uses such as recreational open space. Such use of the site would not occur until the operational phase has been completed, which would be on-going for 30 years. Any future use of the site post-reclamation will undergo separate project-specific CEQA review. While the proposed project would construct site improvements, these types of improvements are similar in nature with existing infrastructure located at the project site. Therefore, implementation of the proposed project would not substantially change the existing visual quality or character of the project site. Impacts to visual character would be less than significant and no further analysis is warranted within the Draft EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The proposed project would construct multiple site improvements including enhanced lighting. The enhanced lighting would allow sediment unloading to occur during emergency cleanouts of reservoirs and debris basins that could occur 24 hours a day. Under Chapter 17.24.030 of the City of Irwindale Municipal Code, all exterior lighting operated or maintained in conjunction with any activity or purpose on the proposed project site, should be so arranged to reflect the light away from any adjacent properties which a dwelling unit is located (City of Irwindale, 1966). Therefore, any lighting elements or enhancements proposed as part of the project would be directed or shielded as to not be visible from any residential or commercial units near the project site. Additionally, it is anticipated that construction and most operation of the proposed project would occur during daytime and, as such, would not result in new permanent nighttime light sources. Furthermore, the proposed small operations building and new entrance gate do not include large expanses of glass or other reflective materials that would create new sources of glare. Therefore, impacts to light or glare would be less than significant and no further analysis is warranted within the Draft EIR.

References

California Department of Transportation. 2011. California Scenic Highway Mapping System, Los Angeles County, Available at: www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, Accessed on May 18, 2016.

City of Irwindale, 1966. Municipal Code, Chapter 17.24.030, Available at: www.www2.municode.com/library/ca/irwindale/codes/code_of_ordinances, Accessed on May 18, 2016.

City of Irwindale, *City of Irwindale General Plan Update*, June 2008.

Agricultural and Forest Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
2. AGRICULTURAL AND FOREST RESOURCES —				
<p>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 Department 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.</p> <p>Would the project:</p>				
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 the 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"/>

No Impact. According to the City of Irwindale's General Plan, the proposed project is located within a quarry overlay land use designation and is not located in Prime Farmland, Unique Farmland, or Farmland of Statewide of Importance (City of Irwindale, 2008). Further, the project site is not located in designated agricultural land, Williamson Act contracted land, or forest land (California Department of Conservation, 2014). Thus, the project would not convert forest land to non-forest land use or Farmland to non-agricultural use. No impacts would occur and no further analysis is warranted within the Draft EIR.

References

California Department of Conservation, 2014. California Important Farmland Finder, Los Angeles County, Available at: www.maps.conservation.ca.gov/ciff/ciff.html, Accessed May 18, 2016.

City of Irwindale, *City of Irwindale General Plan Update*, June 2008.

Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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:				
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"/>

Less than Significant Impact. The proposed project is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). As such, SCAQMD’s 2012 AQMP is the applicable air quality plan for the proposed project. Projects that are consistent with the regional population, housing, and employment forecasts identified by SCAG are considered to be consistent with the AQMP growth projections, since the forecast assumptions by SCAG forms the basis of the land use and transportation control portions of the AQMP. Additionally, because SCAG’s regional growth forecasts are based upon, among other things, land uses designated in general plans, a project that is consistent with the land use designated in a general plan would also be consistent with the SCAG’s regional forecast projections, and thus also with the AQMP growth projections.

The proposed project would include the repurposing of an existing quarry as a deposition place for sediment being removed from the local reservoirs and basins in the San Gabriel Mountains. The project would be a new location to deposit debris that would be deposited elsewhere without the implementation of the proposed project. Therefore, truck trips and activities associated with the sediment removal are considered existing emission sources. The operation of the site itself would introduce new employment of 5 individuals. No residential development would occur as part of the project.

As discussed in the population and housing section of the Initial Study for this project, impacts related to inducing population growth would be less than significant and further analysis is not warranted within this EIR. Additionally, as discussed in the land use section of the Initial Study, the project site is zoned Q within the City of Irwindale General Plan and Zoning Ordinance. The Quarry Overlay – Open Space land use and Q zone designation consists of Quarries that could be used to serve Flood Control, Utility Easements, commercial, and industrial uses. The proposed project would not modify the current conditions of the land and would not conflict with any other applicable land use plans. As such, the proposed project would be consistent with the existing General Plan.

The 2012-2035 RTP/SCS establishes a regional commitment to reduce emissions from transportation sources, in compliance with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. The proposed project would not conflict with the applicable goals of the SCAG 2012-2035 RTP/SCS, as the proposed project does not generate any substantial new vehicle trips. Truck trips to bring the sediment

material to the site would occur regardless of if the proposed project is implemented; the material would instead be deposited at another location. The only new trips associated with the proposed project are associated with the commute of the five employees.

The project would be consistent with both the City of Irwindale’s General Plan. In addition, the project would not conflict with the 2012-2035 RTP/SCS. As such, because the proposed development is a permitted use under the general plan, the employment growth resulting from the project would be consistent with SCAG’s regional forecast projections and, in turn, would also not add to growth accounted for in SCAQMD’s AQMP. Therefore, the proposed project would not conflict with, or obstruct, implementation of the AQMP. Impacts would be less than significant and further analysis is not warranted within the Draft EIR.

- | | | | | |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Potentially Significant Impact. The proposed project has the potential to generate air quality emissions during construction and operation of the project, which could result in potentially significant impacts. Therefore, potential air quality impacts associated with the proposed project will be discussed in the Draft EIR.

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Less than Significant Impact. Typical sources of odor in the SCAB, include manufacturing plants, rendering plants, coffee roasters, wastewater treatment plants, sanitary landfills, and solid waste transfer stations. The proposed project would not include uses that have been identified as these potential sources of objectionable odors. However, as with construction activities, diesel powered equipment would be operated onsite and may result in localized odors. These odors would be temporary and given the distance between construction areas and nearby uses (which would vary depending on where construction is occurring onsite) would be unlikely to be noticeable for extended periods of time outside of the project boundaries. The occasional whiff of diesel is anticipated in industrialized and mining areas and considering that this is the nature of the surrounding land uses, including the existent project, this would not result in localized impacts. The proposed project would be less than significant with respect to odor emissions and further analysis is not warranted within the Draft EIR.

References

City of Irwindale, *City of Irwindale General Plan Update*, June 2008.

Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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4. BIOLOGICAL RESOURCES — Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The project site is an existing open-pit mine and is located in an urbanized area. Due to the developed nature of the project site, it does not provide any suitable habitat for any sensitive species. The nearest open space to the project site where wildlife may be present is the San Gabriel River and the Santa Fe Dam spillway channel located southeast. No endangered, rare, threatened, or special status plant species (or associated habitats) or wildlife species designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), or California Native Plant Society (CNPS) are known to occur on or adjacent to the project site. No impacts would occur and further analysis is not warranted within the Draft EIR.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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 U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. Riparian habitats are those along banks of rivers or streams. Sensitive natural communities are considered rare in the region by the USFWS, CDFW, or local regulatory agencies and are known to provide habitat for sensitive animal or plant species. There are no streams or riparian habitat on the project site. There is also no native habitat or sensitive natural communities on-site. The project site is not included under any local or regional plans, policies, or regulations that identify riparian habitat or other sensitive natural community. The on-going disturbance from mining operations and the proposed reclamation would prevent any future riparian habitat or marshland vegetation. No impact would occur and further analysis is not warranted within the Draft EIR.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. Wetlands are defined under the federal Clean Water Act as “land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils” (40 CFR 232.2). Wetlands include areas such as swamps, marshes, and bogs. The area in the vicinity of

the project site and the project site itself are located in an entirely urbanized area that does not contain natural wetlands. The nearest potential wetland may be the reservoir that is located in Santa Fe Dam Reservoir, which is approximately one mile southeast from the project site. Due to the distance to the nearest potential wetland, the construction and operation activities of the proposed project would not result in impacts to potential wetlands. Therefore, this issue does not warrant further analysis within the Draft EIR.

- 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?

No Impact. Wildlife corridors are pathways or habitat linkages that connect discrete areas of natural open space otherwise separated or fragmented by topography, changes in vegetation, and other natural or human-induced factors, such as urbanization. The local alluvial scrub habitat of the Santa Fe Dam Recreation Area functions as a valuable wildlife habitat to a wide variety of amphibian, reptiles, and mammals. In 1970, the Los Angeles County Board of Supervisors designated the entire flood basin and river as a Significant Ecological Area (SEA) and concluded that the open space forms a wildlife movement corridor (City of Irwindale, 2008).

While the project site is located near the Santa Fe Dam Recreation Area, the project site is not included in any designated corridors for wildlife movement. The project site, along with other local quarries, has been extensively disturbed by sand and gravel extraction. Additionally, the project site is surrounded by residential and industrial land uses. In general, these areas have low wildlife value and support wildlife species generally associated with urban areas (City of Irwindale, 2008). The project site and proposed entryways to the site do not contain local alluvial scrub and do not support a suitable habitat for migratory species. Migratory birds are not known to utilize the open water that collects at the bottom of the existing United Rock Quarry No. 3 site and no fish are present in the water (United Rock, 2004). The construction and operation of the proposed project would not interfere with local or regional wildlife movement; therefore, no impacts would occur and this issue does not warrant further analysis within the Draft EIR.

- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. There are no local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinances that apply to the project site. The proposed project is located within an existing mining and quarry site that contains no known biological resources onsite. Therefore, no impact would occur and this issue does not warrant further analysis within the Draft EIR.

- 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?

No Impact. The project site is developed and does not contain any natural lands that are subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (USFWS, 2008, CDFW, 2015). Therefore, the proposed project would not conflict with the provisions of adopted plans, and would result in no impact. This issue will not be evaluated in the EIR.

References

- California Department of Fish and Wildlife, 2015. California Regional Conservation Plans, Available at: www.nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, Accessed on May 3, 2016.
- City of Irwindale, *City of Irwindale General Plan Update*, June 2008.
- United Rock, 2004. *United Rock Quarry and Reclamation Plan Environmental Impact Report*, SCH#2003101088, May 2, 2004.
- United States Fish and Wildlife Service, 2008. HCP/NCCP Planning Areas, Southern California, Available at: www.fws.gov/carlsbad/HCPs/documents/CFWO_HCPMapPlanning_10_08.pdf, Accessed on May 3, 2016.

Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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5. CULTURAL RESOURCES — Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The City of Irwindale General Plan designated the El Divino Salvador Presbyterian Church, Our Lady of Guadalupe Catholic Mission, the first post office site, and a few other notable properties as historical sites in the City. The proposed project is located within an existing open-pit mine that is not associated or adjacent to any of these historical sites. There are no recorded or known significant historical resources within the project site so it would not cause a substantial adverse change in significance to a historical resource (City of Irwindale, 2008). Additionally, the existing structures used for mining are relatively modern and do not have potential to be eligible for historic resource listing. Impacts associated with historical resources would not occur and no further analysis is warranted in the Draft EIR.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. The project site has already been mined well below groundwater levels from past mining operations and, as such, any unknown archaeological resources that could have been contained within the project site would have already been encountered during mining activities. Therefore, it is highly unlikely that unknown archaeological resources would be inadvertently discovered during operation of the proposed project. Thus, no impacts would occur and this issue does not warrant any further analysis within the Draft EIR.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Impact. Primary soil types in the City are: young alluvium deposits adjacent to the San Gabriel River Channel and adjacent floodplains; older alluvial fan deposits, typically encountered during extraction; and underlying bedrock throughout the City (City of Irwindale, 2008). Soils in the project site consist of varying amounts of sand, gravel, and silt layers that are incorporated within large, composite alluvial fans associated with the San Gabriel River. The project site’s underlying soil formations are of Quaternary alluvial sedimentary materials, which have a low paleontological sensitivity due to the relatively young age (CDOC, 1998). Therefore, implementation of the proposed project would not directly or indirectly destroy a unique paleontological resource or unique geologic feature. Impacts would not occur and this issue does not warrant further analysis within the Draft EIR.

- d) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. The project site is an existing open pit which is a result from past mining operations. Any human remains that would have been located within the soil formations underlying the project site would have been discovered during previous mining activities. The proposed project would transport and fill the existing pit with excess sediment removed from the District's existing flood control facilities and, therefore, would not have the potential to encounter human remains. No impacts would occur and no further analysis is warranted within the Draft EIR.

References

City of Irwindale, *City of Irwindale General Plan Update*, June 2008.

California Department of Conservation (CDOC), Division of Mines and Geology, 1998. Seismic Hazard Zone Report for the Baldwin Park 7.5-Minute Quadrangle, Los Angeles County, CA, Available at: http://gmw.consrv.ca.gov/shmp/download/quad/BALDWIN_PARK/reports/baldp_eval.pdf, Accessed May 10, 2016.

Geology, Soils, and Seismicity

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
6. GEOLOGY, SOILS, AND SEISMICITY —				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed to prevent construction of buildings used for human occupancy on the surface of active faults, in order to minimize the hazard of surface rupture of a fault to people and buildings. Before cities and counties can permit development within Alquist-Priolo Earthquake Fault Zones, geologic investigations are required to show that the sites are not threatened by surface rupture from future earthquakes (CDOC, 2015). An active fault is defined as a fault with surface displacement within the last 10, 000 years (USGS, 2016). The nearest active faults are the Sierra Madre Fault, located approximately 1.3 miles north of the project site, and the Raymond Fault, located approximately three miles northwest of the project site (CDOC, 2010). Because there are no known active faults on or adjacent to the site, the proposed project is not located within an Alquist-Priolo Earthquake Zone and, as such, project development would not expose people or structures to potential substantial adverse effects resulting from rupture of a known earthquake fault. Impacts would be less than significant and no further analysis is warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The project site is located in a seismically active area, with the potential for strong seismic ground shaking which could expose people to hazards associated with ground shaking. The proposed project would include site improvements to the project site, which include drainage improvements, enhanced lighting, a new entrance gate, a small operations building, and measurement scales for truckloads. New structures would be designed and built in compliance with all applicable building codes, such as the Uniform Building Code and the California Building Code, which would ensure structures are designed and built to be structurally sound. Further, all structures, specifically the small operations building, would be designed and built in compliance with the Los Angeles County’s seismic safety standards, which would minimize impacts associated with strong ground-shaking. Therefore, impacts associated with

strong seismic ground shaking would be less than significant and no further analysis is warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid, and lose their load-supporting capability, when strongly shaken. Loose granular soils and silts that are saturated by relatively shallow groundwater are susceptible to liquefaction. According to the California Geologic Survey’s Seismic Hazards Map for the project site, the project site is not located in a zone of required investigation for liquefaction (CDOC, 1999). However, underwater fill (e.g. fill placed below water level) often experiences problems with liquefaction, and unconfined underwater fill slopes could be unstable during earthquakes (Irwindale Backfilling Committee, 2005). Therefore, this issue will be further evaluated within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquake induced landslides are steep slopes underlain by loose, weak soils and areas on or adjacent to existing landslide deposits. As described above, the project site is located within a seismically active region subject to strong ground shaking. According to the State Seismic Hazard Zones, the project site is located within or adjacent to an earthquake-induced landslide area (CDOC, 1999). Further, the project site is an existing open-pit mine so there are slopes within the site that could pose as a landslide hazard. As a result, implementation of the proposed project would potentially expose people or structures to substantial adverse effects involving landslides due to the existing (steep slope) conditions, and impacts related to landslides could be potentially significant. Therefore, this issue will be further evaluated within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Sand and gravel pits like United Rock Quarry No. 3 have potential for erosion due to steeper slopes along the edges of the pit. Furthermore, some older alluvial fan deposits that are typically encountered during extraction activities within quarries

could be susceptible to erosion (City of Irwindale, 2008). Therefore, implementation of the proposed project could result in potentially significant impacts related to erosion and this issue will be further evaluated within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Soils that are potentially unstable can fail when a new load is placed atop the soil, such as the construction of a new building. Subsidence including differential settlement can damage structures built on the soil over time. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. Such movement can occur on slope gradients of as little as one degree but is more common in areas that contain an exposed slope. Even though the project site is not susceptible to liquefaction hazards, there are existing steep slopes onsite. Underwater fill (e.g. fill placed below water level) often experiences problems with settlement, which can occur with or without accompanying liquefaction (Irwindale Backfilling Committee, 2005). Loose, poorly compacted above-water fills containing significant voids are also subject to significant long-term vertical sediment as the downward movement of surface water carries soil particles into the voids, causing the fill to collapse (Irwindale Backfill Committee 2005). Thus, due to the nature depositing sediment within the proposed Buena Vista SPS, onsite soils could have the potential to become unstable or for settlement, lateral spreading, or soil collapse. Therefore, impacts are considered potentially significant and will be further analyzed within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. Expansive soils shrink or swell as the moisture content decreases or increases. Volumetric changes associated with the shrinking or swelling can, over long periods of time, shift, crack or break structures or foundations built on such soils. The proposed project is located on an area comprised of alluvial materials of rock, sand, and gravel with relatively little silts or clays. Due to the nature of alluvial materials of rock, sand and gravel, these types of soils do not display characteristics of expansive soils. Thus, impacts associated with expansive soils would be less than significant and further analysis is not warranted within the Draft EIR.

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The project site is served by an existing sewer system and septic tanks would not be installed for the project. All development associated with the proposed project would connect to and be served by the existing public sewer system for wastewater discharge and treatment. No impacts related to septic systems would occur as a result of the proposed project and further analysis is not warranted within the Draft EIR.

References

- California Department of Conservation (CDOC), 1999. *State of California Seismic Hazard Zones: Baldwin Park Quadrangle Map*, March 25, 1999.
- CDOC, 2010. 2010 Fault Activity Map of California, Available at: www.maps.conservation.ca.gov/cgs/fam/, Accessed on May 1, 2016.
- CDOC, 2015. Alquist-Priolo Earthquake Fault Zoning Act, Available at: www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx, Accessed May 19, 2016.
- City of Irwindale, *City of Irwindale General Plan Update*, June 2008.
- Irwindale Backfill Committee. 2005. Guidelines for Above-Water Backfilling of Open-Pit Mines. Irwindale, California. November 23, 2005.
- Irwindale Backfilling Committee. 2005. Guidelines for Underwater Backfilling of Open-Pit Mines. Irwindale, California. May 20, 2005.
- United States Geological Survey (USGS), 2016. Earthquake Glossary, Active Fault, Available at: www.earthquake.usgs.gov/learn/glossary/?term=active%20fault, Accessed May 19, 2016.

Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. The proposed project has the potential to generate greenhouse gas (GHG) emissions during construction and operation of the proposed project. Therefore, potential impacts of the proposed project will be discussed in the Draft EIR.

Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
8. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
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"/>

Less than Significant Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the environment.

The proposed project’s construction activities would include grading and site preparation and construction of the site improvements, consisting of drainage improvements, enhanced lighting, a new entrance gate, a small operation building, and measurement scales for truckloads. Construction of the proposed project would involve the transport, use, and disposal of hazardous materials such as fuels, solvents, and lubricants associated with construction equipment. These materials are considered hazardous as they could cause temporary localized soil and water contamination. Incidents of spills or other localized contamination may occur during refueling, operation of machinery, undetected fluid leaks, or mechanical failure. In addition, construction of the proposed project would use paints, solvents, and other materials, such as wood and cement sealers, which are not considered acutely hazardous. However, all storage, handling, and disposal of these materials are regulated by California Department of Toxic Substances Control (DTSC), the U.S. Environmental Protection Agency (EPA), and the Los Angeles County Fire Department (LACoFD). All construction activities involving the transportation, usage and disposal of hazardous materials would be subject to all applicable federal, state, and local requirements, which would reduce impacts associated with the use and handling of hazardous materials during construction to less than significant. In addition, the District will utilize the Los Angeles County Department of Public Works Construction Site Best Management Practices (BMPs) Manual to contain and store hazardous materials.

Operation of the project would include the transport and storage of aggregate materials, which are not considered hazardous. However, the trucks that would be utilized to transport the sediment from the District’s existing flood control facilities would use gasoline and other petroleum-based materials, which are considered hazardous. Compliance with all applicable federal, state, and local regulations and existing safety standards related to handling, use, and storage of hazardous materials would minimize impacts associated with hazardous materials. Therefore, the proposed project would result in less than significant impacts related to routine transport, use, or disposal of hazardous materials and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. Hazardous materials used during construction and operation of the proposed project would be transported, used, stored and disposed of in accordance with all applicable federal, state, and local regulations. Consequently, the potential for a significant release involving these materials is relatively low. Operations of the proposed project are comprised of transporting and storage of aggregate materials, which are not hazardous materials. Therefore, the impacts related to accidental releases of hazardous materials would be less than significant and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. Beardslee Elementary School is located approximately 0.14 miles north of the proposed project site. Although the school is located within 0.25 miles of the project site, compliance with all applicable federal, state, and local regulations would minimize the risk of hazardous material emissions or exposure to the school. Therefore, impacts would be less than significant and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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"/>

Less than Significant Impact. California Government Code Section 65962.5 requires the compiling of lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

Based on a preliminary review of the DTSC EnviroStor database, there are no hazardous sites listed within the project site (DTSC, 2016). The nearest hazardous site, Southwest Products, is located approximately 0.3 miles east of the project site. It is listed for potential soil contamination of waste oil and lubricants but it is a closed Leaking Underground Storage Tank (LUST) cleanup site. However, no historical releases of petroleum products from a LUST have occurred at the project site. Therefore, the project site is not identified as being a listed hazardous materials site and is not located adjacent to an active listed hazardous site. Thus, impacts would be less than significant and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The nearest airport is San Gabriel Valley-El Monte Airport located approximately 3.77 miles southwest of the project site at 4233 Santa Anita Ave, El Monte, California. According to the Los Angeles County Airport Influence Area Map, the proposed project is not within the airport influence area (Los Angeles County Department of Regional Planning, 2012). Therefore, there would be no impacts and further analysis is not warranted in the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The proposed project would not be located within the vicinity of a private airstrip. As mentioned previously, the nearest airport is located approximately 3.77 miles southwest of the project site so the project would not result in a safety hazard for people residing or working in and around the project site. Therefore, there would be no impacts and further analysis is not warranted in the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. Construction of the proposed project would not require any road closures that would directly impact an adopted emergency response plan or emergency evacuation plan. Further, the proposed project would not stage or store construction materials or equipment on public

roadways. According to the City of Irwindale’s General Plan, the nearest evacuation routes are Arrow Highway and Live Oak Avenue which are approximately 0.50 miles south and 0.65 miles southwest of the project site, respectively (City of Irwindale, 2008). Access to the project site would be provided via Buena Vista Street and would not interfere with emergency response plans. There would be no impacts associated with emergency response plans therefore further analysis is not warranted within the Draft EIR.

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. According to the Irwindale High Fire Hazard Severity Zone Map, a small southwestern portion of the project site is located within a very high fire hazard severity zone. The project site is not within a wildland zone; therefore the high fire hazard zone is under the local responsibility area (LRA) and not under California Department of Forestry and Fire Protection (CAL FIRE) jurisdiction (CAL FIRE, 2011).

The portion of the project site that is within the fire zone is adjacent to industrial uses which do not have high potential for fire hazards. Furthermore, the project site is surrounded by concrete and asphalt roads that could act as a barrier to adjacent open area that could contain scrub and other vegetation that could act as fuel. Therefore, there would be no impacts and further analysis is not warranted within the Draft EIR.

References

California Department of Forestry and Fire Protection (Cal FIRE), 2011. City of Irwindale, Very High Fire Hazard Severity Zones in LRA MAP, Available at: www.fire.ca.gov/fire_prevention/fhsz_maps/FHSZ/los_angeles/Irwindale.pdf. Accessed May 19, 2016.

City of Irwindale, *City of Irwindale General Plan Update*, June 2008.

Department of Toxic Substances Control (DTSC), 2016. DTSC’s Hazardous Waste and Substance Site List – Site Cleanup (Cortese List), Available at: www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm, Accessed May 3, 2016.

DTSC, 2016. EnviroStore Database, Available at: www.envirostor.dtsc.ca.gov/, Accessed May 3, 2016.

Los Angeles County Department of Regional Planning, 2012. Airports and Airport Influence Areas Map, Available at: http://planning.lacounty.gov/assets/upl/project/ALUC_Airports_June2012_rev2d.pdf, Accessed on May 19, 2016..

Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
9. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Potential impacts of the proposed project will be discussed in the Draft EIR

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The proposed project does not include a residential component and as such, would not place housing within a 100-year floodplain. Thus, no impacts would occur and further analysis is warranted in the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. According to the FEMA Flood Insurance Rate Maps (FIRMs) (FIRM Panel Nos. 06037C1700F and 06037C1415F), the proposed project would not be located within a 100-year floodplain (FEMA, 2008a; FEMA, 2008b). Even though the proposed project includes the construction of small operational building, it would not be placed where it could impede or redirect flood flows from a 100-year flood. No impact would occur and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The proposed project is located approximately 0.52 miles west of the Santa Fe Dam and Reservoir but is not in the direct path of the Santa Fe spillway channel. Because of its close proximity, the proposed project is within a potential flood zone if the dam was to fail while full, which could result in a potential significant impact to people and structure onsite. However, the proposed project is converting a quarry into a SPS and would not put people or structure in harm's way. Therefore, no impact would occur and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The following discussion provides a brief discussion on each issue area:

Seiche. A seiche is a surface wave created when an inland water body is shaken, usually by an earthquake. The closest inland water body is the Santa Fe Reservoir located approximately 1.5 miles southeast of the project site. However, with the dam walls, it would not pose as a flood hazard to the site due to a seiche. No impact would occur and further analysis is not warranted within the Draft EIR.

Tsunami. A tsunami is a series of ocean waves caused by a sudden displacement of the ocean floor, most often due to earthquakes. The project site is 31 miles inland from the Pacific

Ocean and is not located within a tsunami inundation zone. No impact would occur and further analysis is not warranted within the Draft EIR.

Mudflow. A mudflow is a landslide composed of saturated rock debris and soil with a consistency of wet cement. The project site is an existing open-pit mine that is going to be filled with sediment over time. The proposed project would not expose people or structures to a significant risk. No impact would occur and further analysis is not warranted within the Draft EIR.

Therefore, the proposed project would not be impacted by seiche, tsunami, or mudflow.

References

Flood Environmental Management Agency (FEMA), 2008a. FEMA Flood Map Service: Los Angeles County Map 06037C1700F, Available at: www.msc.fema.gov, Accessed May 19, 2016.

Flood Environmental Management Agency (FEMA), 2008b. FEMA Flood Map Service: Los Angeles County Map 06037C1415F, Available at: www.msc.fema.gov, Accessed May 19, 2016.

Main San Gabriel Basin Watermaster, 2016. Main San Gabriel Basin, Available at: www.watermaster.org/#!/basin-map/cmmf, Accessed May 19, 2016.

Land Use and Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
10. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. According to the City of Irwindale’s General Plan, the proposed project site has a land use designation of Quarry Overlay – Open Space and zoning code designation of quarry (Q). The Q zone and land use designation establish regional-serving Quarries and Flood Control, Utility Easements, commercial, and industrial uses within the Quarry. The proposed project is surrounded by industrial land use to the south and east, and residential land use in the City of Duarte to the north and west. The area southeast of the project is designated as “Open Space/Easements” by the City of Irwindale’s General Plan.

The proposed project would allow the District to use United Rock Quarry No. 3 as the Buena Vista SPS in order to prolong its sediment management capabilities and conserve additional stormwater. United Rock Quarry No. 3 is an existing open-pit mine that has been actively mined for decades by United Rock. Sediment loads would fill the open-pit daily and no sediment would be piled above ground level. Additionally, no structures would be built above ground level; therefore the project would not present a new barrier to the surrounding existing uses. The proposed project would not physically divide an existing community. No impact would occur and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The project site is zoned Q within the City of Irwindale General Plan and Zoning Ordinance. The Quarry Overlay – Open Space land use and Q zone designation consists of Quarries that could be used to serve Flood Control, Utility Easements, commercial, and industrial uses. The proposed project would not modify the current conditions of the land and would not conflict with any other applicable land use plans. In addition, the existing Conditional Use Permit (CUP) for United Rock Quarry No. 3 is anticipated to apply to activities associated with proposed project. If not, a new CUP may be required from the City of Irwindale. Therefore, the proposed project is consistent with the City of Irwindale’s General Plan land use and zoning designations. No impact would occur and further analysis is not warranted within the Draft EIR.

<u>Issues (and Supporting Information Sources):</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The project site is not within the boundaries of any habitat conservation plan or natural community conservation plan (USFWS, 2008, CDFW, 2015). No impact would occur and further analysis is not warranted within the Draft EIR.

References

City of Irwindale, *City of Irwindale General Plan Update*, June 2008.

United States Fish and Wildlife Service, 2008. HCP/NCCP Planning Areas, Southern California, Available at: www.fws.gov/carlsbad/HCPs/documents/CFWO_HCPMapPlanning10_08.pdf, Accessed May 3, 2016.

California Department of Fish and Wildlife, 2015. California Regional Conservation Plans, Available at: www.nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline, Accessed May 3, 2016.

Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
11. MINERAL RESOURCES — Would the project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Potential impacts of the proposed project will be discussed in the Draft EIR.

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
12. NOISE — Would the project:				
a) Result in Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Potential impacts of the proposed project will be discussed in the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The nearest public-use airports to the project site are the El Monte Airport approximately 3.75 miles southwest of the project site, and Brackett Field Airport 11.5 miles southeast of the site. The project site is not located in the Airport Influence Area for either airport (LACDRP, 2003). The project would not subject workers, clients, residents, or visitors of the project to public-use airport-related noise. Therefore, no impact would occur and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The nearest private airstrip to the project site is the ABC-7-TV Heliport, located approximately 17 miles southwest of the project site (Toll Free Airline, 2016). Proposed project development would not subject workers, clients, residents, or visitors of the project to private

airport-related noise. Therefore, no impact would occur and further analysis is not warranted within the Draft EIR.

References

- Los Angeles County Department of Regional Planning (LACDRP). 2003, May 13. El Monte Airport and Brackett Field Airport: Airport Influence Area. Available at: www.planning.lacounty.gov/assets/upl/data/pd_alup.pdf. Accessed on May 4, 2016.
- Toll Free Airline, 2016. Los Angeles County Public and Private Airports, Available at: www.tollfreeairline.com/california/losangeles.htm, Accessed May 4, 2016.

Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
13. POPULATION AND HOUSING — Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The project site is currently an active quarry and does not contain existing housing units. The project proposes that the new Buena Vista SPS would serve as a permanent placement and storage for sediment collected from the cleanout of debris basins and reservoirs maintained by the District. Long-term operation of the proposed project would employ at a maximum five employees from the District’s existing workforce. No impacts related to inducing population growth would occur and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The project site is currently an active quarry and does not contain existing housing units. Implementation of the proposed project would not remove any existing housing units and, therefore, the project would not displace any existing housing and would not necessitate the construction of replacement housing elsewhere. No impact would occur and further analysis is not warranted within the Draft EIR.

Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
14. PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the 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 following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. The City of Irwindale is included in the County of Los Angeles Consolidated Fire District, which maintains a single fire station in the City, Station No. 48. This station, located at 15546 Arrow Highway is approximately 2.5 miles southwest of the project site and consists of 16 full-time fire fighters (City of Irwindale, 2008). Station No. 48 would serve the proposed project during the construction and operation phases. The proposed project would be designed to meet all applicable fire safety codes, including access requirements to the site.

The proposed project includes the transport and depositing of excess sediment collected from the District’s existing flood control facilities. The proposed project includes truck trips to transport the sediment from across the District to the proposed Buena Vista SPS and would not result in increased demand for fire protection and emergency medical services. Therefore, impacts related to fire protection would be less than significant and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The Irwindale Police Department (IPD) provides police protection and emergency services to the project site and the surrounding area. The IPD is located at 5050 N Irwindale Ave, which is located approximately 2.85 miles southwest of the project site (City of Irwindale, 2016a). Implementation of the proposed project would not result in an increased number of residents or full time employees, therefore, implementation of the proposed project would not result in an increased demand for police services, potentially resulting in the need for new or expanded police facilities. Therefore, no impact would occur and further analysis is not warranted in the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The proposed project would not create housing or any other facility that would increase the local population that would require an increase of student at local schools. No impact would occur and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. Recreational facilities and programs in the City of Irwindale are provided by the Recreation Department, which manages the City’s parkland and recreation facilities and programs (City of Irwindale, 2016b). The proposed project does not include a residential component and, thus, would not result in an increase in use of neighborhood and regional parks or contribute to the potential need for additional parkland. No impact would occur and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The City of Irwindale Public Library provides library services to the City of Irwindale (City of Irwindale, 2016c). The proposed project does not include a residential component and, thus, would not result in an increased need for library services, resources, and facilities. No impact would occur and further analysis is not warranted within the Draft EIR.

References

City of Irwindale, 2008. *City of Irwindale General Plan Update*, June.

City of Irwindale, 2016a. Police Department, Available at: www.ci.irwindale.ca.us/index.aspx?NID=122, Accessed on May 4, 2016.

City of Irwindale, 2016b. Facilities/Rentals, Available at: www.ci.irwindale.ca.us/index.aspx?NID=171, Accessed on May 4, 2016.

City of Irwindale, 2016c, Library. Available at: <http://www.ci.irwindale.ca.us/index.aspx?nid=121>, Accessed on May 4, 2016.

Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
15. RECREATION — Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The project site is currently an active quarry and does not contain existing housing units. Recreational facilities and programs in the City of Irwindale are provided by the Recreation Department, which manages the City’s parkland and recreation facilities and programs (City of Irwindale, 2016b). The proposed project does not include a residential component and, thus, would not result in an increase in use of neighborhood and regional parks or contribute to the potential need for additional parkland. Additionally, the anticipated workers required for the proposed project would be similar or less than the current number of workers employed at the quarry and therefore, would not result in an increase in the city’s workforce or population. Therefore, no impact would occur and further analysis is not warranted within the Draft EIR.

References

City of Irwindale, 2016b. Facilities/Rentals. Accessed on May 4, 2016, Available at: <http://www.ci.irwindale.ca.us/index.aspx?NID=171>

Transportation and Traffic

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
16. TRANSPORTATION AND TRAFFIC — Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Potential impacts of the proposed project will be discussed in the Draft EIR

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The nearest public-use airports to the project site are the El Monte Airport, located approximately 3.75 miles southwest of the project site and Brackett Field Airport, located approximately 11.5 miles southeast of the site. Given the project’s distance from the airports, operation of the project would not result in a change to air traffic or alter air traffic patterns. Therefore, no impacts would occur and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Potential impacts of the proposed project will be discussed in the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. Implementation of the proposed project would construct a new access road and gate, which would provide an additional entrance into the site for emergency response vehicles. With the addition of the new access road and entrance with the existing access road, adequate emergency access would be provided for the project site. Therefore, impacts would be less than significant and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. It is not anticipated that construction activities would temporarily interfere with pedestrian access to sidewalks within the project vicinity due to the need for intersection and roadway improvements. There are no existing or proposed designated bike paths within the project vicinity. Additionally, there are no public transit lines that stop or terminate at the project site. Therefore, no impacts to public transit, pedestrian and bicycle facilities would occur and further analysis is not warranted within the Draft EIR.

References

Los Angeles County Metropolitan Transportation Authority (LACMA). 2010. 2010 Congestion Management Plan, Available at: http://media.metro.net/projects_studies/cmp/images/CMP_Final_2010.pdf, Accessed on May 4, 2016..

Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
17. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The proposed project would allow the District to use Buena Vista SPS in order to prolong its sediment management capabilities and conserve additional stormwater. Construction of the proposed project includes a small operation building, which will include bathroom facilities for employees. However, the proposed project would employ at maximum approximately five full-time employees and the amount of wastewater generated at the project site would be negligible and would not conflict with any wastewater treatment requirements. Therefore, no impact would occur and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Impact. The proposed project is located within the boundaries of the Irwindale and has a land use designation of Quarry Overlay – Open Space and zoning designation of quarry (Q). The Q zone and land use designation intends to establish regional-serving Quarries and Flood Control, Utility Easements, commercial, and industrial uses within the Quarry. The proposed project would not introduce any new land uses that would require new water or wastewater facilities. Additionally, no expansions are necessary to serve the five full-time employees that would be employed during the operational phase of the proposed project. Thus, no impacts would occur and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. The proposed project includes drainage system improvements would be served by the existing drainage system and stormwater would continue to drain into the bottom of the quarry similar to existing conditions. Therefore, the proposed project would not

result in a long-term impact on the existing storm drain system. Thus, impacts would be less than significant and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. Minimal amounts of water may be required for dust suppression when unloading sediment into United Rock Quarry No 3. However, new or expanded water supplies entitlements would not be necessary to serve the proposed project and impacts would be less than significant.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e) Result in a determination by the wastewater treatment provider that would 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"/>

No Impact. Construction of the proposed project includes a small operation building, which will include bathroom facilities for employees. However, the proposed project would employ approximately five full-time employees and the amount of wastewater generated at the project site would be negligible and would not conflict with any wastewater treatment requirements. Therefore, no impact would occur and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. Construction of the proposed project would be required to incorporate source reduction techniques and recycling measures, and maintain a recycling program to divert waste in accordance with the County's Integrated Waste Management Plan. These measures would minimize the amount of construction debris generated by the proposed project that would need to be disposed of in a landfill. Further, during operation of the proposed project, sediment would be transported and deposited into the proposed Buena Vista SPS, which has a relatively low potential to generate trash and debris. Further, all applicable regulations related to reducing solid waste, including the County's Integrated Waste Management Plan, would ensure the proper handling and disposal of solid waste associated with the proposed

project. Therefore, impacts related to solid waste would be less than significant and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less than Significant Impact. While the proposed project has a low potential to generate solid waste, the proposed project would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. Therefore, impacts related to solid waste materials are considered less than significant and further analysis is not warranted within the Draft EIR.

Energy

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
18. ENERGY — Would the project:				
a) Result in a substantial increase in overall or per capita energy consumption?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in wasteful or unnecessary consumption of energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new sources of energy supplies or additional energy infrastructure capacity the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Conflict with applicable energy efficiency policies or standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Less Than Significant Impact. Currently, the project site is an existing open-pit mine, where the proposed project would construct site improvements, which consists of site drainage improvements, enhanced lighting, a new entrance gate, a small operation building, and measurement scales for truckloads. Implementation of the proposed project would truck excess sediment collected from the District’s existing flood control facilities to the project site and fill the open-pit mine up to grade for future use as either a spreading ground or as other local uses, such as recreational open space.

Construction of the new entrance gate and small operation building would require use of non-renewable energy in the form of gasoline and diesel to power construction equipment. The contractor trailers would be supplied with electricity from the local power grid. This energy usage would be temporary and consistent with basic needs of a construction effort of this size.

Additionally, construction would result in the import of fill material to raise the area for the haul roads to grade. This is consistent with typical construction activities where fill needs to be imported to or materials exported to level a site. Soil will be obtained from the closest feasible source to minimize fuel consumption.

The operation of the project would result in an average of 400 truck trips per day with a maximum of 1,250 based on emergency demand. These trips would occur regardless of if the project is implemented only the distance to which the trucks would have to travel would increase based on the location of the next closest sediment disposal facility. The project would also implement a small operations building, truck scales, and enhanced lighting features during operation of the proposed project.

Electricity

The project would receive its electricity from Southern California Edison SCE. The California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) are constantly assessing population growth, electricity demand, and reliability. As discussed on the

CEC's website,¹ the CEC is tasked with conducting assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand and prices. The CEC uses these assessments and forecasts to develop energy policies, that conserve resources, protect the environment, ensure energy reliability, enhance the state's economy, and protect public health and safety (Public Resources Code Section 25301(a)).

SCE provides electricity to approximately 15 million people, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area, which includes 180 cities across 15 counties in central coastal and southern California (SCE,2015).

The proposed project would require consumption of electricity for the operation of new site activities, such as the use of equipment, scales, lighting, etc. The project's estimated annual energy consumption for electricity would be 196,896 kWh/year (0.0002 GWh/yr). This rate is based on generation factors provided in the 2016 SCAQMD California Emissions Estimator Model (CalEEMod). In 2015 SCE users consumed 86,704 GWh. Therefore the project's usage is substantially less than 0.01 percent of the annual consumption in 2015². Additionally, the building would be required to meet the California's Green Building Codes and therefore would not result in inefficient use of electricity.

Natural Gas

Natural gas is provided to the project site by the Southern California Gas Company (SoCal Gas). According to the 2016 California Gas Report, the most recent report available, California natural gas demand is expected to decrease at a modest rate of 1.4 percent per year from 2016 to 2035 for residential, commercial, electric generation, and industrial markets, with SoCalGas projecting a 0.6 percent decrease during the same time period (CGEU, 2016). The 2016 California Gas Report indicates that, with only minor variations from year to year, SoCal Gas has the capacity to provide approximately 1,414 billion cubic feet (bcf) per year in 2020 and has is projected to provide 934 bcf during the same year. (CGEU, 2016).

The project's estimated use of natural gas is based on generation factors provided in the 2016 SCAQMD California Emissions Estimator Model. As indicated therein, the project would generate a demand for approximately 3,984 cf/year ($3.984e^{-6}$ bcf), which represents substantially less than 0.01 percent of the estimated annual demand.³ This amount is negligible and is within the anticipated service capabilities of SoCal Gas. Additionally, the building would be required to meet the California's Green Building Codes and therefore would not result in inefficient use of natural gas.

Transportation Fuel Use

¹ CEC 2015 Integrated Energy Policy Report available online at: http://www.energy.ca.gov/2015_energypolicy/index.html

² Project represents $2.3e^{-9}$ percent of the total SCE demand for 2015.

³ Project represents $2.8e^{-9}$ percent of the SoCalGas capacity projected for 2020.

Construction and operation of the project would result in transportation-related energy use primarily as the result of gasoline and diesel consumption. Construction equipment associated with project would comply with energy-saving measures, such as the CARB anti-idling regulation, which generally limits idling from trucks to five minutes at any location. Additionally the project would require newer equipment and haul truck fleets therefore increasing fuel efficiency and reducing emissions generation.

The proposed project is not generating new trips as if the project was not implemented the sediment would need to be transported to other locations, potentially a greater distance away. Therefore, fuel consumption and emissions modeling for operational haul trucks is based on the distance from the proposed project site to the intersection of the I-210 and the I-605 freeways. Construction haul trips and construction and operational employee haul trips emissions and fuel consumption were based on the default trip lengths in the CalEEMod model. Based on the modeling, the proposed project would consume 246,518 gallons of diesel fuel and 3,372 gallons of gasoline during construction. Operational activities would consume 44,644 gallons of diesel and 1,923 gallons of gasoline in a typical year.

According to the California Board of Equalization, annual fuel consumption in California in 2016 was 2,907,685,193 gallons of diesel fuel and 15,297,030,909 gallons of gasoline. The proposed project would represent substantially less than 0.001 percent of the total consumption in 2016,⁴ representing a negligible contribution to the states consumption of transportation fuels.

Because the projects consumption of electricity, natural gas, and transportation fuels are negligible compared to the current usage and demand, the proposed project would not result in a substantial increase in overall or per capita energy consumption. Therefore the project would result in less than significant impacts.

b. Less Than Significant Impact The proposed project's construction activities would require that the equipment meet Standard Tier 4 final equipment standards resulting in increased energy and fuel conservation. Additionally the construction and operational fleet would be required to meet at least 2012 model engine standards, again increasing engine efficiencies. The project would comply with current regulations limiting idling to five minutes at a location for both construction equipment and haul trucks, hence reducing fuel consumption. The proposed project would require the construction of an operations building, this building would be constructed in compliance with the current Green Building standards and, as such, would increase energy efficiencies. The project is only providing minimal lighting needed along the haul routes and is not lighting the deposition areas unless emergency situations dictate operations continue after dark. During this time, temporary mobile lighting would be implemented and would operate only as needed. Therefore the proposed project would not result in the wasteful or unnecessary consumption of energy. This would be in a less than significant impact.

c. Less Than Significant Impact.

⁴ For construction diesel use represents $8.48e^{-5}$ percent of the state consumption and gasoline represents $2.2e^{-7}$ percent of the state consumption. For operational activities the project represents $1.54e^{-5}$ percent of diesel and $1.26 e^{-7}$ percent of gasoline consumption within the state.

As detailed in a. above, the proposed project would result in a negligible increase in consumption of electricity, natural gas, and transportation fuels compared to the existing demand and capacity. Therefore the proposed project's demand would be accounted for in the existing capacity. The proposed project would not result in the need for or the construction of new sources of energy supplies or additional energy infrastructure capacity. Therefore the proposed project would result in a less than significant impact.

d. Less Than Significant Impact.

The proposed project's construction activities would require that the equipment meet Standard Tier 4 final equipment standards resulting in increased energy and fuel conservation. Additionally the construction and operational fleet would be required to meet at least 2012 model engine standards, again increasing engine efficiencies. The project would comply with current regulations limiting idling to five minutes at a location for both construction equipment and haul trucks, hence reducing fuel consumption. The proposed project would require the construction of an operations building, this building would be constructed in compliance with the current Green Building standards and, as such, would increase energy efficiencies. Therefore the proposed project would not conflict with applicable energy efficiencies or standards and would result in a less than significant impact.

Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
19. MANDATORY FINDINGS OF SIGNIFICANCE —				
Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Less Than Significant Impact. As stated above in Biological Resources, the proposed project does not have the potential to substantially reduce habitat for fish or wildlife, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal (refer to Biological Resources for full analysis). Additionally, as stated above in Cultural Resources, the proposed project would not eliminate important examples of the major periods of California history or prehistory (refer to Cultural Resources for full analysis). Impacts would be less than significant and further analysis is not warranted within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. The proposed project, in conjunction with other past, present, and reasonably foreseeable future related projects, has the potential to result in significant cumulative impacts when the independent impacts of the proposed project and the impacts of related projects combine to create impacts greater than those of the proposed project alone. A list of the related projects or growth projections will be developed for the Draft EIR. The cumulative impacts that will be analyzed will be the same as the individual resource areas to be evaluated in the Draft EIR, which include air quality, geology/soils and mineral resources, greenhouse gas emissions, hydrology and water quality, noise, and transportation and traffic. The extent and significance of potential cumulative impacts resulting from the combined effects of the proposed project plus other past, present, and reasonably foreseeable future projects will be further evaluated within the Draft EIR.

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact. Potentially significant impacts to the following resources may have potential to cause substantial adverse effects on human beings: air quality, geology/soils and mineral resources, greenhouse gas emissions, hydrology and water quality, noise, and transportation and traffic. Impacts to each of these resources will be further evaluated within the Draft EIR.