

7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

INTRODUCTION

In accordance with Section 15128 of the *California Environmental Quality Act (CEQA) Guidelines*, an Environmental Impact Report (EIR) must contain a statement briefly indicating the reasons that various potential significant effects of a project were determined not to be significant. Based on the Initial Study prepared for the Azusa Transit-Oriented Development (TOD) Specific Plan, and included in **Appendix 1.0**, the City of Azusa has determined that the Azusa TOD Specific Plan would not have the potential to cause significant adverse effects associated with the issues identified below. These topics/subtopics have not been addressed in this EIR.

7.1 AGRICULTURAL AND FORESTRY RESOURCES

The City of Azusa is approximately 60 percent developed. Current zoning in the specific plan area includes Moderate Density Residential (MOD), Medium Density Residential (MED), Low Density Residential (LDR), and Neighborhood Center (NC) uses. According to the Department of Conservation 2012 Los Angeles County Important Farmland map, no parcels within the specific plan area are designated as Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. The Azusa TOD Specific Plan area is not zoned for agricultural uses or forest land. No forest land occurs in the plan area or surrounding areas. Therefore, no impacts were identified in the Initial Study for agricultural and/or forestry issues.

7.2 AIR QUALITY

Operational activities associated with buildout of the Azusa TOD Specific Plan would not result in objectionable odors affecting a substantial number of people. Potential sources that may emit odors during construction activities include equipment exhaust and architectural coatings. Odors from these sources would be localized and generally confined to the project site. All odors would be temporary, and all construction activities would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 402.¹ Therefore, no significant impacts were identified in the Initial Study for this issue.

¹ SCAQMD Rule 402 states the following "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

7.3 BIOLOGICAL RESOURCES

The City of Azusa is urbanized and 60 percent developed. The specific plan area is not located near any vacant land with natural vegetation supportive of sensitive species.^{2,3} Species located in the specific plan area would be limited to terrestrial species (such as squirrels) and birds that are commonly found in urban environments.

No riparian habitat or other sensitive natural community exists within the specific plan area or in the surrounding area.⁴ Further, there are no wetlands within the plan area or in the surrounding area.⁵ Implementation of the project would not have substantial adverse effects on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service including federal protected wetlands as defined by Section 404 of the Clean Water Act.

No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located in the specific plan area or in the adjacent areas.⁶ A number of mature trees are scattered throughout the specific plan area and may provide suitable habitat, including nesting habitat, for migratory birds. The City requires that project applicants/developers comply with the Migratory Bird Treaty Act of 1918 (MBTA) by either avoiding grading activities during the nesting season (February 15 to August 15) or conducting a site survey for nesting birds prior to commencing grading activities. Projects implemented under the Azusa TOD Specific Plan would be required to comply with the provisions of the MBTA. Adherence to the MBTA regulations would ensure that if construction occurs during the breeding season, appropriate measures would be taken to avoid impacts to any nesting birds if found.

Future development, revitalization, and/or redevelopment activities, including the removal, planting, and maintenance of all trees permitted under the Azusa TOD Specific Plan would be required to be reviewed by the City for consistency with the Tree Preservation Ordinance (Article VI). Additionally, the Azusa TOD Specific Plan would outline standards and guidelines to ensure the proper management (e.g., planting, health, maintenance) of trees. Therefore, implementation of the project would not conflict with

² City of Azusa General Plan, Chapter 3 The Built Environment, Figure OS-1 Biological Resource Overlay Zones

³ City of Azusa General Plan, Chapter 3 The Built Environment, Figure OS-4 Vegetation Map Southern Portion

⁴ City of Azusa General Plan, Chapter 3 The Built Environment, Figure CD-1 Existing Land Use

⁵ US Fish and Wildlife Service, National Wetlands Inventory, <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed September 25, 2014

⁶ City of Azusa General Plan, Chapter 3 The Built Environment, Figure OS-1 Biological Resource Overlay Zones

any local policies or ordinances protecting biological resources. Therefore, no significant impacts were identified in the Initial Study for these issues.

7.4 CULTURAL RESOURCES

There are no known human remains on or near the specific plan area. Additionally, the specific plan area is in a highly urbanized area of the City. Because the specific plan area has already been previously disturbed and developed, it has been subject to construction and ground-disturbing activities. The likelihood that human remains may be discovered during further site clearing and grading activities is considered extremely low. However, ground-disturbing activities have the potential to disturb previously undiscovered subsurface human remains.

In the unlikely event that human remains are uncovered during ground-disturbing activities, California Health and Safety Code Section 7050.5 requires that disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. The coroner is required to make a determination within two working days of notification of the discovery of the human remains. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes or has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. In addition, project applicants/developers shall include provisions for discovery of human remains in their Project EIR. Therefore, no significant impacts were identified in the Initial Study for this issue.

7.5 GEOLOGY AND SOILS

The specific plan area is generally flat with gradual changes in elevation. There are no major slopes or bluffs on or adjacent to the specific plan area. Common means of soil erosion from construction sites include water, wind, and being tracked off-site by vehicles. These activities could result in soil erosion. However, development within the specific plan area would be subject to local and state codes and requirements for erosion control and grading during construction. Development under the Azusa TOD Specific Plan would result in a mix of uses, including hardscape and landscape improvements, and would not contain exposed soil. Upon buildout of the project, the potential for soil erosion or the loss of topsoil would be expected to be extremely low. Additionally, there are no known landslides in the specific plan area, and the specific plan area is not in the path of any known or potential landslides.

Furthermore, the Department of Conservation Azusa Quadrangle Liquefaction and Landslides Map indicates that the specific plan area is not located in areas susceptible to landslides.

The specific plan area is currently served by the City of Azusa's wastewater (sewer) system. Future development that would be accommodated under the Azusa TOD Specific Plan would require connection to existing sewers mainlines and service lines, which are currently available in the surrounding roadways, and would not require the use of septic tanks. Therefore, no significant impacts were identified in the Initial Study for these issues.

7.6 HAZARDS AND HAZARDOUS MATERIALS

The nearest airport is the El Monte Airport located approximately 10 miles southwest of the specific plan area. The specific plan area is not located with an airport land use plan area or within 2 miles of an airport. Implementation of the project would not result in airport-related safety hazards for people residing and/or working in the area. In addition, there are no private airstrips within the vicinity of the specific plan area. Therefore, no significant impacts were identified in the Initial Study for this issue.

7.7 HYDROLOGY AND WATER QUALITY

As indicated in the City's General Plan,⁷ the specific plan area is not located within a 100-year flood zone, as mapped by FEMA. Therefore, future development associated with implementation of the Azusa TOD Specific Plan would not involve the development of new housing and/or structures within an identified 100-year flood hazard.

A seiche is a periodic oscillation of a body of water resulting from seismic shaking or other causes that can cause flooding. The specific plan area is not located within a coastal area, and no water bodies are on or adjacent to the specific plan area that would impact future projects as a result of a seiche. In addition, given the developed nature of the specific plan area, there are no features adjacent to the specific plan area that are capable of inundating the site by mudflow. Therefore, no significant impacts were identified in the Initial Study for this issue.

7.8 LAND USE AND PLANNING

No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan applies to the specific plan area. Implementation of the project would not conflict with the provisions of an applicable habitat conservation plan or natural community conservation plan. Therefore, no impacts were identified in the Initial Study for this issue.

⁷ Azusa General Plan, Chapter 5 The Natural Environment, Figure GEO-3 Flood Plain Boundary Map

7.9 MINERAL RESOURCES

As identified in the General Plan, mineral resource sites, including, aggregate and Portland Concrete Cement, are located within the City boundaries. However, the mineral resource zones identified in the General Plan are not located in the Azusa TOD Specific Plan area.⁸ Therefore, no impacts were identified in the Initial Study for these issues.

7.10 NOISE

As discussed above, in **7.6 Hazards and Hazardous Materials** there are no public airports or private airstrips within the vicinity of the Azusa TOD Specific Plan. Therefore, no noise impacts were identified in the Initial Study for this issue.

7.11 TRANSPORTATION AND CIRCULATION

The specific plan area is not located within the boundaries of an airport land use plan area or within 2 miles of an airport. Thus, implementation of the project would not cause changes to air traffic patterns, including either an increase in traffic levels. Therefore, no impacts were identified in the Initial Study for this issue.

⁸ Azusa General Plan, Chapter 5 The Natural Environment, Figure, MR-1 Mineral resource Zones In Azusa