INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

AZUSA LANDMARK MESSAGE CENTER FOOTHILL (I-210) FREEWAY AZUSA, CALIFORNIA

LEAD AGENCY:
CITY OF AZUSA, PLANNING DIVISION
213 E. FOOTHILL BLVD.
AZUSA, CALIFORNIA 91702

REPORT PREPARED BY:
BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 SOUTH HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA 91745

AUGUST 21, 2023

AZUS 002

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Azusa Landmark Message Center

APPLICANT: Bulletin Displays, LLC, 3127 East South Street, Suite B, Long Beach, California 90805.

LEAD AGENCY: City of Azusa, Los Angeles County. 213 East Foothill Boulevard Azusa, California 91702.

LOCATION: The address of the new sign installation site is 250 East 1st Street. The site is located east of the present sign and adjacent to (north of) the I-210 Freeway. The site's Accessor Parcel Number (APN) is 8611-036-008.

ZONING AND GENERAL PLAN: The zoning designation that is applicable to the project site is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*.

DESCRIPTION: The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The address of the new sign installation site is 250 East 1st Street. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. The new sign would be a back-to-back shaped sign with two digital faces. The planned sign face would be a full color LED display, 14-feet by 48-feet on each sign face side, with a height of approximately 101-feet (or 84-feet above the freeway grade). The sign faces would be located on top of an assimilated concrete pedestal. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway. The installation site's Accessor Parcel Number (APN) is 8611-036-008.

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

No Impact: No impacts are identified or anticipated, and no mitigation measures are required.

Less than Significant Impact: No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Less than Significant Impact with Mitigation: Possible significant adverse impacts have been identified or anticipated and mitigation measures are required as a condition of the project's approval to reduce these impacts to a level below significance.

Potentially Significant Impact: Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below will be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in the attached Initial Study.

☐ Aesthetics	☐ Agriculture & Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology & Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology & Water Quality	☐ Land Use & Planning	☐ Mineral Resources
☐ Noise	☐ Population & Housing	☐ Public Services
☐ Recreation	**X** Transportation & Traffic	**X** Tribal Cultural Resources
☐ Utilities & Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency) On the basis of this initial evaluation, the following finding is made:

☐	The proposed project *COULD NOT* have a significant effect on the environment, and a *NEGATIVE DECLARATION* shall be prepared.
✖	Although the proposed project could have a significant effect on the environment, there shall 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* shall be prepared.
☐	The proposed project *MAY* have a significant effect on the environment, and an *ENVIRONMENTAL IMPACT REPORT* is required.
☐	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.
☐	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an *earlier EIR or NEGATIVE DECLARATION* pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that *earlier EIR or NEGATIVE DECLARATION,* including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

KVizcarra
Signature

December 20, 2023
Date

The project is also described in greater detail in the attached Initial Study.

TABLE OF CONTENTS

SECTION 1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The address of the new sign installation site is 250 East 1st Street. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. The new sign would be a back-to-back shaped sign with two digital faces. The planned sign face would be a full color LED display, 14-feet by 48-feet on each side, with a height of approximately 101-feet (or 84-feet above the freeway grade). The sign faces would be located on top of an assimilated concrete pedestal. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway. The installation site's Accessor Parcel Number (APN) is 8611-036-008.[1]

As part of the proposed project's environmental review, the City of Azusa authorized the preparation of this Initial Study.[2] Although this Initial Study was prepared with consultant support, the analysis, conclusions, and findings made as part of its preparation fully represent the independent judgment and analysis of the City, in its capacity as the Lead Agency. The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental impacts of the proposed project and that decision-makers have considered such impacts before considering approval of the project. Pursuant to Section 15063(c) of the CEQA Guidelines, the purposes of this Initial Study include the following:

- To provide the City information to use as the basis for deciding whether to prepare an environmental impact report (EIR), mitigated negative declaration, or negative declaration;
- To facilitate the project's environmental assessment early in the design and development of the project;
- To eliminate unnecessary EIRs;
- To assist in the preparation of an EIR is one is required;
- To provide documentation of the factual basis for the finding in a negative declaration that a project will not have a significant effect on the environment;
- To enable modification of the project to mitigate adverse impacts of the project; and,
- To determine whether a previously prepared EIR could be used with the project.

The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the project's environmental review pursuant to CEQA. This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be

[1] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca*. November 15, 2021.

[2] California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act*. as Amended 1998 (CEQA Guidelines). §15050.

provided to allow these agencies and other interested parties to comment on the proposed project and the findings of this Initial Study.[3] Questions and/or comments should be submitted to the following:

Knarik Vizcarra, Planning Manager
City of Azusa, Planning Division
213 E. Foothill Blvd.
Azusa, California 91702

1.2 INITIAL STUDY'S ORGANIZATION

The following annotated outline summarizes the contents of this Initial Study:

- *Section 1 Introduction,* provides the procedural context surrounding this Initial Study's preparation and insight into its composition. This section also includes a checklist that summarizes the findings of this Initial Study.
- *Section 2 Project Description,* provides an overview of the existing environment as it relates to the installation sites and describes the proposed project's physical and operational characteristics.
- *Section 3 Environmental Analysis,* includes an analysis of potential impacts associated with the proposed project's installation and the subsequent operation.
- *Section 4 Conclusions,* indicates the conclusions of the environmental analysis and the Mandatory Findings of Significance.
- *Section 5 References,* identifies the sources used in the preparation of this Initial Study.

[3] California, State of. *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines). §15060 (b).

SECTION 2 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. The new sign would be a back-to-back shaped sign with two digital faces. The planned sign face would be a full color LED display, 14-feet by 48-feet on each side, with a height of approximately 101-feet (or 84-feet above the freeway grade). The sign faces would be located on top of an assimilated concrete pedestal. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.[4] The project is described in greater detail in Section 2.3.

2.2 PROJECT LOCATION

The City of Azusa is located approximately 14 miles east of Downtown Los Angeles. The City of Azusa is bounded on the north by the Angeles National Forest, on the west by the Cities of Irwindale and Duarte, on the south by the Cities of Irwindale and Covina, and on the east by City of Glendora. Major physiographic features located in the vicinity of Azusa include the San Gabriel Mountain located to the north of the City, the San Gabriel Canyon/Wash is located approximately 4.5 miles to the northeast of the site, and the San Gabriel River channel is located approximately 2.7 miles to the southwest of the site. The Little Dalton Wash, a flood control channel, is located approximately 280 feet to the east of the installation site. The San Jose Hills are located approximately 5.5 miles to the southeast of the site. Finally, the Puente Hills are located approximately 9.4 miles to the southeast of the site.

Regional access to Azusa is possible from two area freeways: the San Gabriel River Freeway (I-605) and the Foothill Freeway (I-210 Freeway). The I-605 Freeway is located west of the City and extends in a north-south orientation; the San Bernardino Freeway (I-10) is located south of the City and extends in an east-west orientation; and the Pomona Freeway (SR-60) is located south of the City and extends in an east-west orientation.[5] The location of Azusa in a regional context is shown in Exhibit 2-1. A citywide map with the proposed billboard and sign locations is provided in Exhibit 2-2. A vicinity map is provided in Exhibit 2-3. The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The existing digital sign is an older electronic sign with dead digital displays. This existing sign is located at 106 South Azusa Avenue on a site that is occupied by a gas station, a convenience store, and a Del Taco® fast-food restaurant. The address of the new sign installation site is 250 East 1st Street. The proposed installation site is occupied by the Veterans of Foreign Wars (VFW) Post 8070. The site is located east of the present sign and close to the I-210 Freeway. The site's Accessor Parcel Number (APN) is 8611-036-008.

[4] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

[5] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.

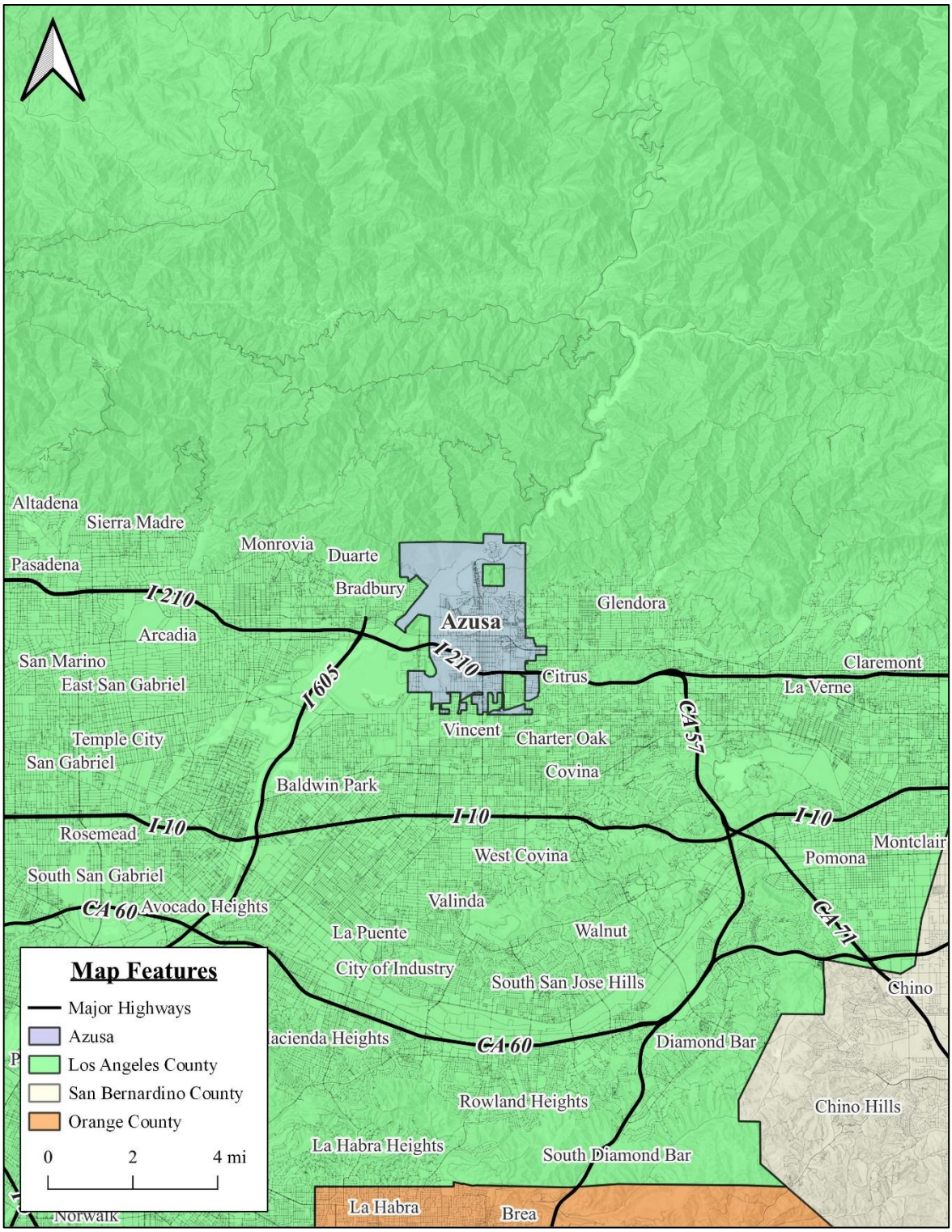


EXHIBIT 2-1 REGIONAL MAP

SOURCE: QUANTUM GIS

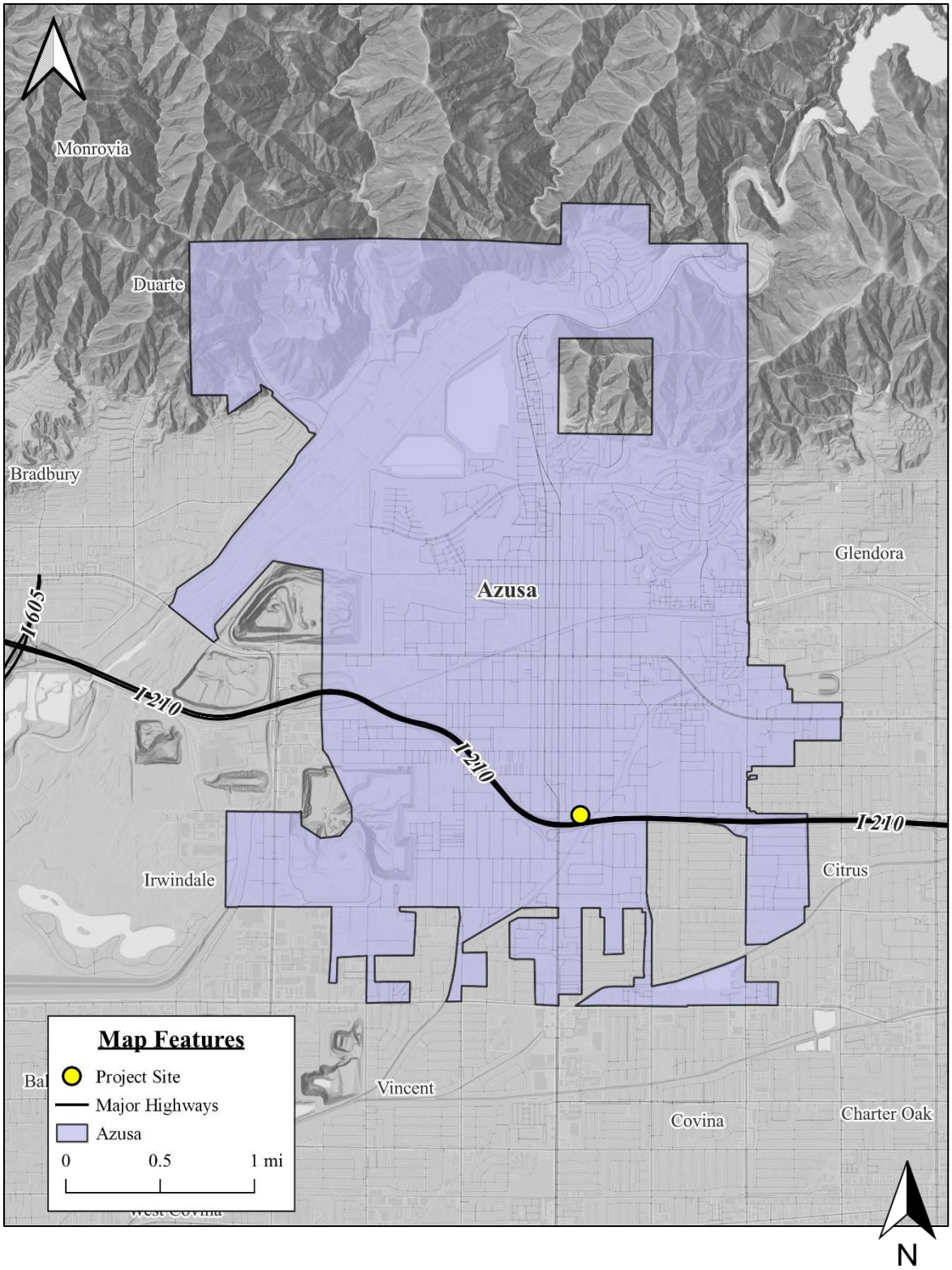


EXHIBIT 2-2 CITYWIDE MAP
SOURCE: QUANTUM GIS

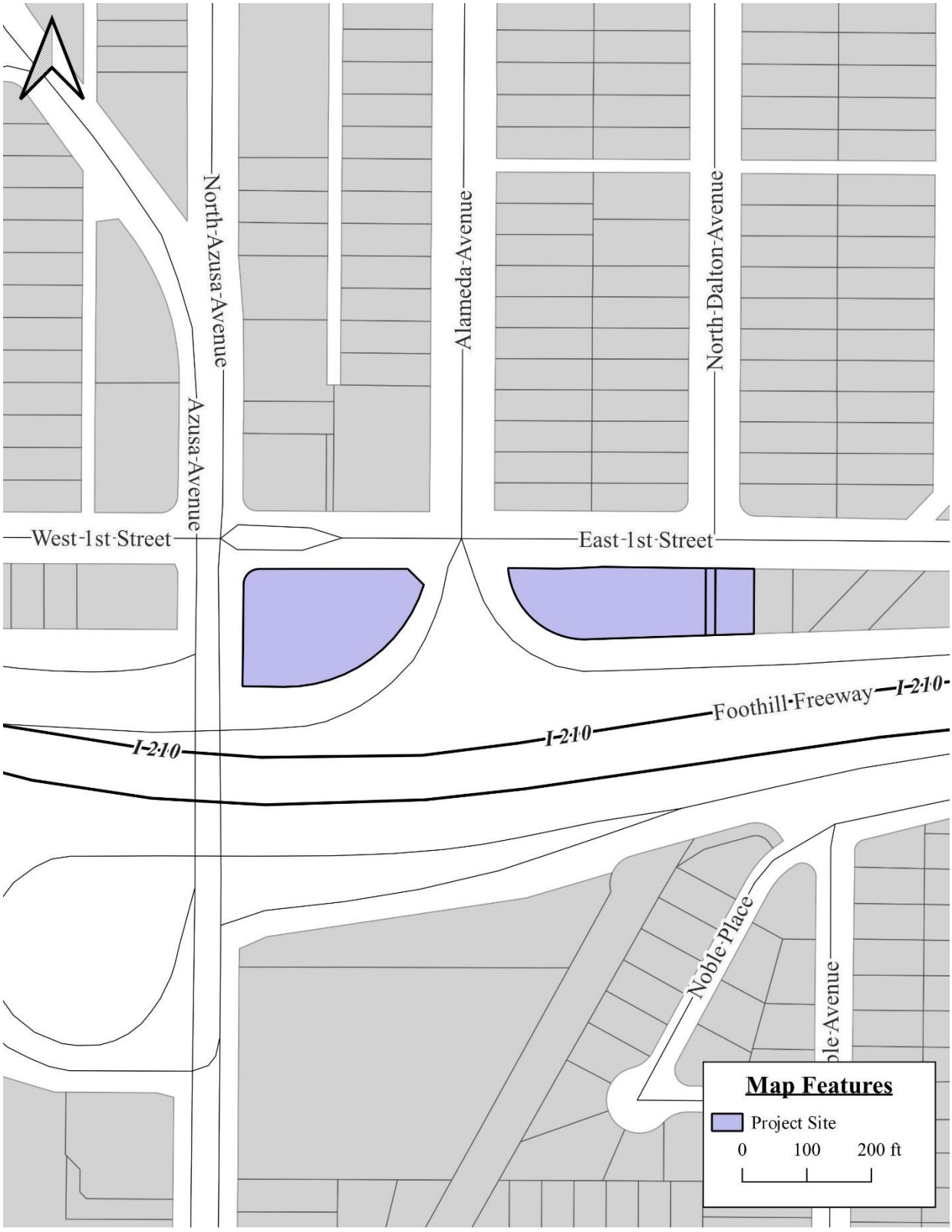


EXHIBIT 2-3 VICINITY MAP
SOURCE: QUANTUM GIS

2.3 ENVIRONMENTAL SETTING

The proposed digital sign installation site is located in an urbanized area located in the southcentral portion of the City of Azusa just north of the I-210 Freeway. The new digital sign would replace an existing obsolete and malfunctioning sign. This existing sign is located at 106 South Azusa Avenue on a site that is occupied by a gas station, a convenience store, and a Del Taco® fast-food restaurant. The proposed installation site is occupied by the Veterans of Foreign Wars (VFW) Post 8070.[6] The new installation site is located east of the present sign and close to the I-210 Freeway. The zoning designation that is applicable to the project site is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*. Land uses and development in the area include the following:

- *North of the Installation Area.* E. 1st Street extends along the proposed installation site's north side. Residential development is located further north, along the north side of the aforementioned roadway. The zoning designation that is applicable to this area is *Low Density Residential* while the corresponding General Plan designation is *Medium Density Residential*.
- *South of the Installation Area*. The Foothill Freeway (I-210) extends along the proposed installation site's south side. Residential development is located further south, along the south side of the aforementioned freeway.
- *West of the Installation Area*. The Foothill Freeway (I-210) E Street off-ramp is located west of the proposed installation site. The zoning designation that is applicable to this area is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*.
- *East of the Installation Area*. Two single family homes are located to the east of the proposed installation site. These homes are separated from the new sign installation site by an existing surface parking lot (approximately 133-feet from the installation site). The zoning designation that is applicable to this area is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*.[7]

Exhibit 2-4 includes an aerial photograph of the proposed billboard and sign locations. Photographs of the installation site are provided in Exhibit 2-5.

2.4 PROJECT DESCRIPTION

2.4.1 PHYSICAL CHARACTERISTICS OF THE PROPOSED PROJECT

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The proposed project consists of the following elements:

- *Elimination of Existing Digital Sign*. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station and convenience store.

[6] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.

[7] Google Earth. Website accessed July 28, 2023. City of Azusa General Plan and Zoning Map. Site visit occurred on August 3, 2023.

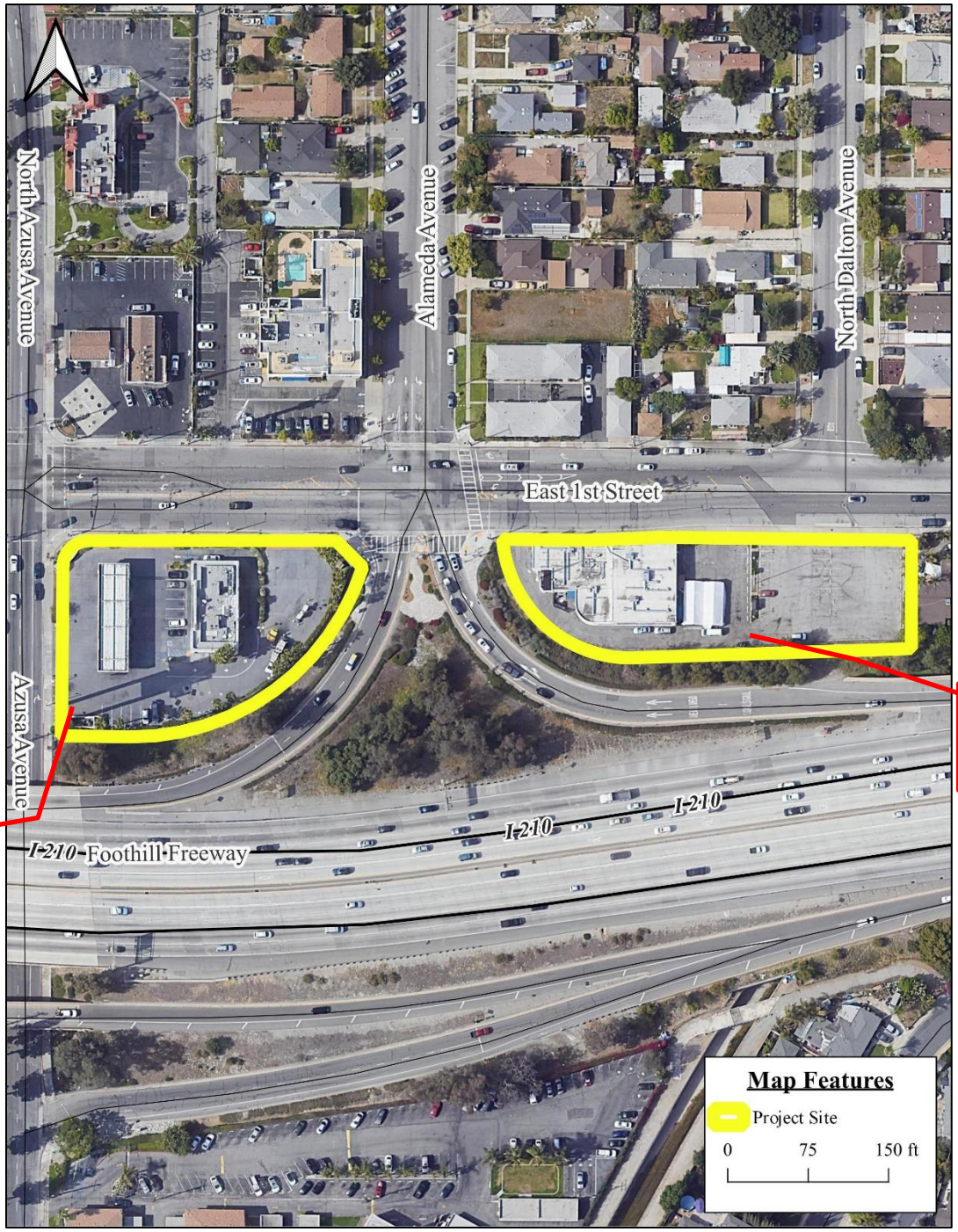


EXHIBIT 2-4 AERIAL OF INSTALLATION SITE FOR ELECTRONIC DISPLAY BILLBOARD

SOURCE: GOOGLE EARTH

West side of Project site, Existing digital and City logo sign


East side of Project site, new proposed digital sign location

EXHIBIT 2-5 PHOTOGRAPHS OF THE PROJECT AREA

SOURCE: GOOGLE EARTH

- *New Digital Sign*. The billboard would be a back-to-back shaped billboard that would feature two opposing billboard faces and will have a height of 101 feet. The billboard sign faces will be oriented towards the east and west. The billboard faces would have a length of 48 feet and a height of 14 feet. The billboard faces would be placed in a 45-degree back-to-back shape. The color images on the electronic display billboard are proposed to change every four seconds and would include off-premises advertising but no full motion video. The planned sign face would be a full color LED display, 14-feet by 48-feet on each side, with a height of approximately 101-feet (or 84-feet above the freeway grade). The sign faces would be located on top of an assimilated concrete pedestal.[8]

- *Installation Site Characteristics* The new digital sign would be installed within an area located within a surface parking lot located to the east of the Veterans of Foreign Wars (VFW) Post 8070.[9] The center post for the new digital sign is located approximately 50-feet east of the west elevation of the existing VFW building. The top of the sign face would be 101-feet above the parking lot surface. The base of the sign would include a security fence that would include an enclosure for a propane tank that would provide the sign with back-up power.

- *Operational Characteristics*. An electronic display billboard is a large screen made up of LED (light emitting diode) bulbs which are arranged and timed to create static, changing or full motion text and images. The State Law does not allow for any digital messages to change (or cycle) faster than 4 seconds. The industry standard is to run eight advertising spots, 8 seconds each for a 64-second loop. The new sign's luminosity would adhere to the Outdoor Advertising Association of America (OAAA) luminosity policy of not exceeding a brightness of 0.3 footcandles above the ambient light.

The proposed site plan is shown in Exhibit 2-6. The new electronic sign is illustrated in Exhibit 2-7.

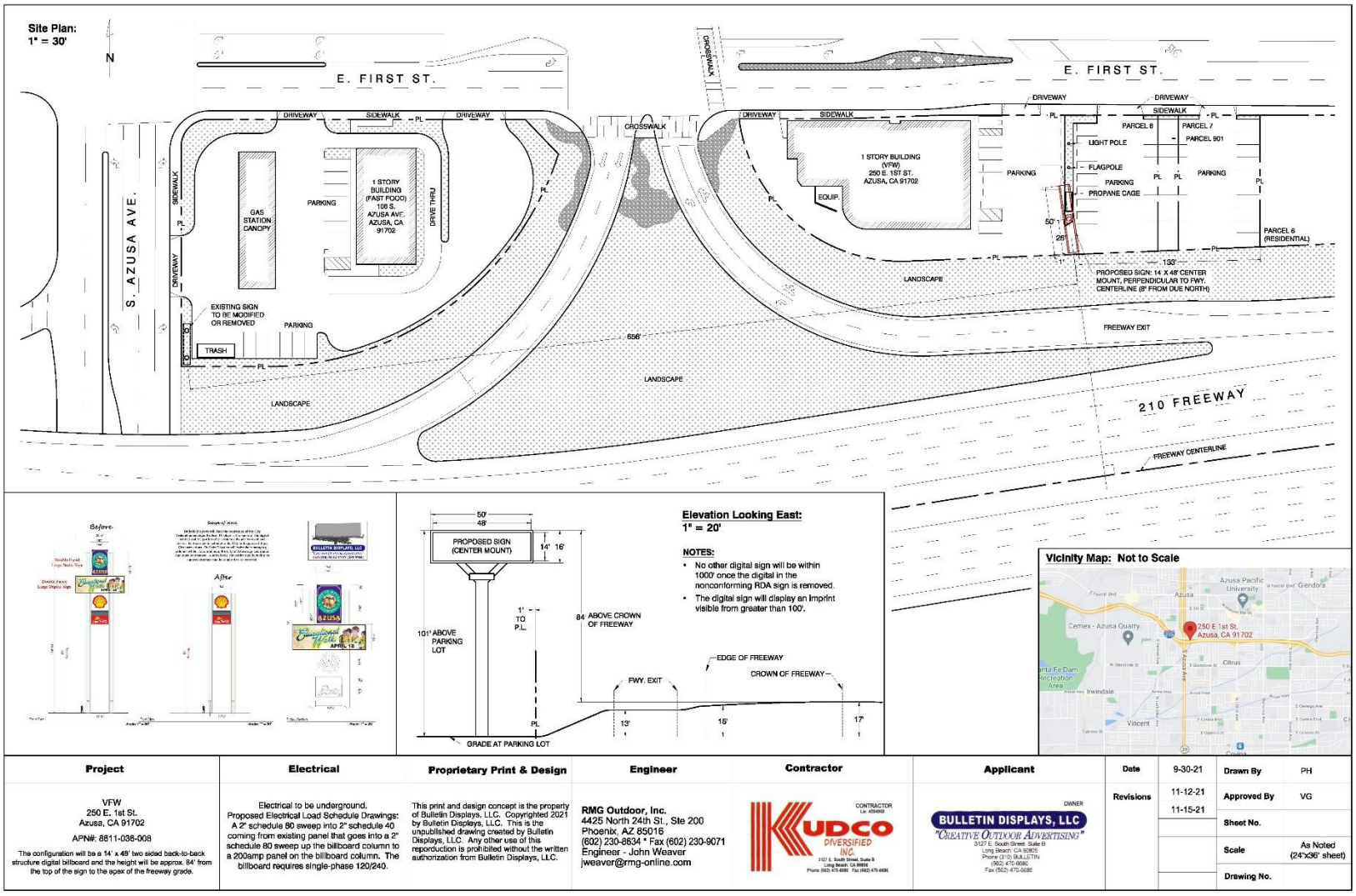
2.4.2 ELECTRONIC SIGN INSTALLATION CHARACTERISTICS

The materials used in the construction of electronic signs are manufactured off-site. The electronic sign components would be transported to the location where they would be assembled and installed. The installation of the electronic sign would result in short-term (construction-related) noise impacts during the two to four-day installation period and one week for the pole cover installation for the electronic sign. The installation would include the following activities:

- *Task One:* The footings for the electronic sign structure are completed. The estimated column depth for the electronic sign's support will be 30 feet and the diameter will be 5.5 feet. This results in an export of between 28 to 144 cubic yards of dirt for the electronic sign (i.e., with a 2 feet pad added to the 30 feet deep column, the size of the footing is 32 feet by 5.5 feet). In addition to the drilling rig, the construction team uses a skip loader (bucket truck), dump truck for soil export, and water truck as needed to water down dust. Any excavated areas are required to be fully covered. The construction crew installs the sign column and then pours the concrete. The crew utilizes a crane truck, a flatbed truck (to carry in the prefabricated columns), and a concrete truck. A fast-setting concrete is utilized, allowing the concrete to cure overnight.

[8] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

[9] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.



Project	Electrical	Proprietary Print & Design	Engineer	Contractor	Applicant			
VFW 250 E. 1st St. Azusa, CA 91702 APN#: 8611-036-008 The configuration will be a 14' x 48' two sided back-to-back structure digital billboard and the height will be approx. 84' from the top of the sign to the apex of the freeway grade.	Electrical to be underground. Proposed Electrical Load Schedule Drawings: A 2" schedule 80 sweep into 2" schedule 40 coming from existing panel that goes into a 2" schedule 80 sweep up the billboard column to a 200amp panel on the billboard column. The billboard requires single-phase 120/240.	This print and design concept is the property of Bulletin Displays, LLC. Copyrighted 2021 by Bulletin Displays, LLC. This is the unpublished drawing created by Bulletin Displays, LLC. Any other use of this reproduction is prohibited without the written authorization from Bulletin Displays, LLC.	RMG Outdoor, Inc. 4425 North 24th St., Ste 200 Phoenix, AZ 85016 (602) 230-8634 * Fax (602) 230-9071 Engineer - John Weaver jweaver@rmg-online.com	CONTRACTOR KUDCO DIVERSIFIED INC.	OWNER BULLETIN DISPLAYS, LLC "CREATIVE OUTDOOR ADVERTISING"	Date	9-30-21	Drawn By PH
						Revisions	11-12-21 11-15-21	Approved By VG Sheet No. Scale As Noted (24"x36" sheet) Drawing No.

EXHIBIT 2-6 SITE PLAN

SOURCE: BULLETIN DISPLAYS, LLC.

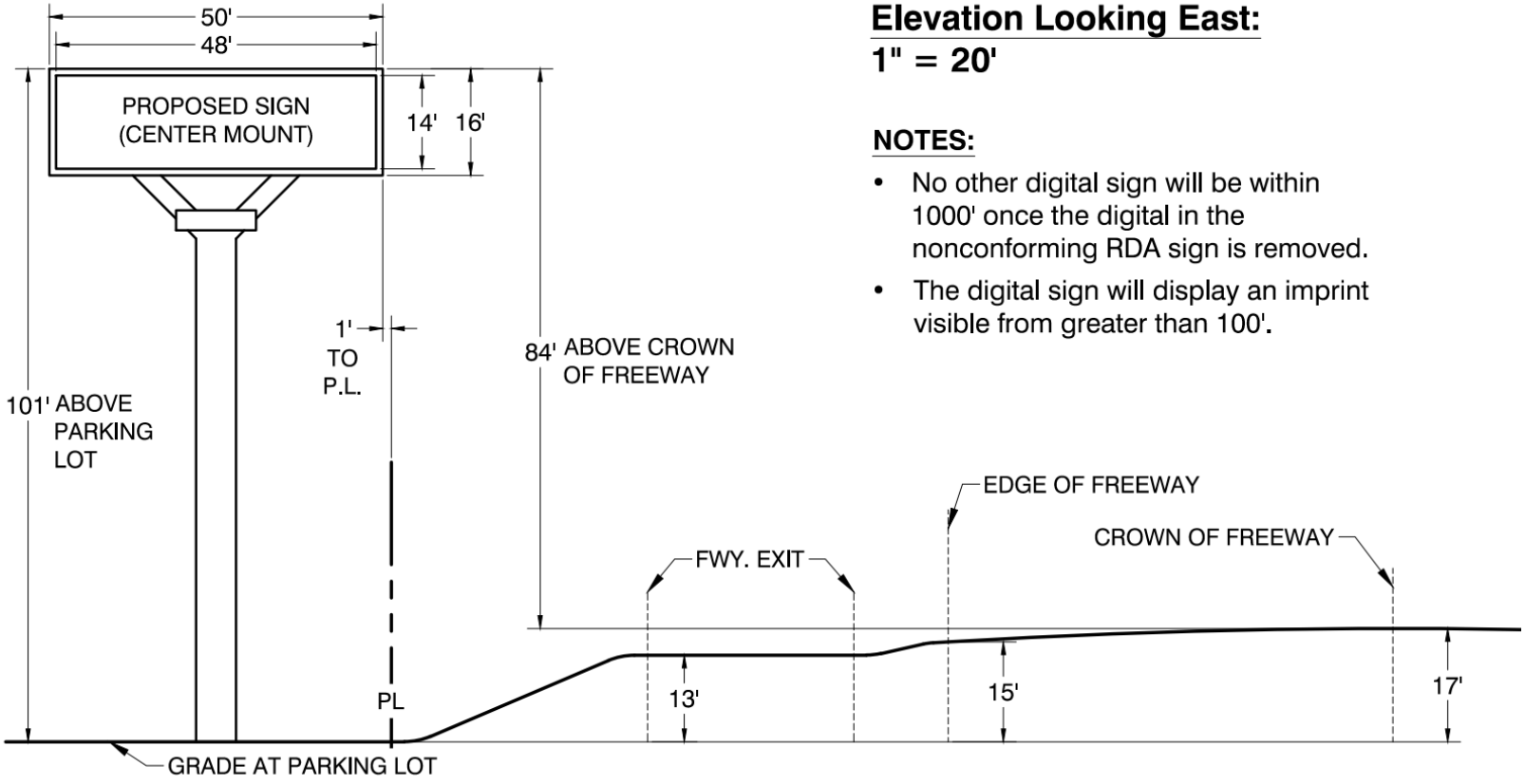


EXHIBIT 2-7 SIGN ELEVATIONS

SOURCE: BULLETIN DISPLAYS, LLC.

- *Task Two:* The crew erects the sign supports and the signs. For this construction activity, a crane truck is utilized and a flatbed truck is required to transport the structure and sign faces. The electrical connections are then installed. This task will take one to two days to complete. The crew completes any other necessary tasks to complete the structures and clean up the installation site.

- *Task Three:* Any necessary landscaping repairs and improvements would also made. The installation of the column cover would take approximately one week.

2.5 DISCRETIONARY ACTIONS

A Discretionary Approval is an action taken by a government agency (for this project, the government agency is the City of Azusa) that calls for an exercise of judgment in deciding whether to approve a project. The following approvals are required:

- Approval of a *Building Permit* for the electronic sign installation;
- Approval of a Relocation Agreement, or other similar access agreement for the utilization of the City property by the Applicant; and,
- Approval of the Mitigated Negative Declaration ("MND") and Mitigation Monitoring and Reporting Program ("MMRP").

Other permits required for electronic sign installation will include, but may not be limited to, building permits and permits for new utility connections.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

SECTION 3 ENVIRONMENTAL ANALYSIS

This section of the Initial Study analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

- Aesthetics (Section 3.1);
- Agriculture & Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural Resources (Section 3.5);
- Energy (Section 3.6);
- Geology & Soils (Section 3.7);
- Greenhouse Gas Emissions (Section 3.8);
- Hazards & Hazardous Materials (Section 3.9);
- Hydrology & Water Quality (Section 3.10);
- Land Use & Planning (Section 3.11);
- Mineral Resources (Section 3.12);
- Noise (Section 3.13);
- Population & Housing (Section 3.14);
- Public Services (Section 3.15);
- Recreation (Section 3.16);
- Transportation (Section 3.17);
- Tribal Cultural Resources (Section 3.18);
- Utilities & Service Systems (Section 3.19);
- Wildfire (Section 3.20); and,
- Mandatory Findings of Significance (Section 3.21).

3.1 AESTHETICS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista?			✖	
B. Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✖
C. Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				✖
D. Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✖	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on aesthetics if it results in any of the following:

- The proposed project would have an adverse effect on a scenic vista, except as provided in PRC Sec. 21099.
- The proposed project would have an adverse effect on scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- The proposed project would substantially degrade the existing visual character or quality of public views of the site and its surroundings (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality. or,
- The proposed project would, except as provided in Public Resources Code Section 21099, create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The evaluation of aesthetics and aesthetic impacts is generally subjective, and it typically requires the identification of key visual features in the area and their importance. The characterization of aesthetic impacts involves establishing the existing visual characteristics including visual resources and scenic vistas that are unique to the area. Visual resources are determined by identifying existing landforms (e.g., topography and grading), views (e.g., scenic resources such as natural features or urban characteristics), and existing light

and glare characteristics (e.g., nighttime illumination). Changes to the existing aesthetic environment associated with the proposed project's implementation are identified and *qualitatively* evaluated based on the proposed modifications to the existing setting and the viewers' sensitivity. The project-related impacts are then compared to the context of the existing setting, using the threshold criteria discussed above.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Except as provided in Public Resources Code Section 21099, would the project have a substantial adverse effect on a scenic vista? ● Less than Significant Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. The new sign would be a back-to-back shaped sign with two digital faces. The planned sign face would be a full color LED display, 14-feet by 48-feet on each side, with a height of approximately 101-feet (or 84-feet above the freeway grade). The sign faces would be located on top of an assimilated concrete pedestal. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.[10]

Major physiographic features located in the vicinity of Azusa include the San Gabriel Mountain located to the north of the City, San Gabriel Canyon/Wash is located approximately 4.5 miles to the northeast of the site, and the San Gabriel River channel is located approximately 2.7 miles to the southwest of the site. The Little Dalton Wash, a flood control channel, is located approximately 280 feet to the east of the installation site. The San Jose Hills are located approximately 5.5 miles to the southeast of the site. Finally, the Puente Hills are located approximately 9.4 miles to the southeast of the site. The City's General Plan EIR has indicated that Azusa's primary scenic resource is the adjacent San Gabriel Mountains to the north and the vistas from Sierra Madre Avenue and Azusa Avenue/Urban Route 39. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display at an approximate height of 120 feet. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed project would result in the replacement of an existing obsolete, inoperable electronic sign at a lower height. *As a result, less than significant impacts would occur.*

B. *Except as provided in Public Resources Code Section 21099, would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ● No Impact.*

There are no rock outcroppings or historic buildings located on the site of the proposed installation area.[11] The address of the new sign installation site is 250 East 1st Street. The proposed installation site is occupied

[10] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

[11] Ibid.

by the Veterans of Foreign Wars (VFW) Post 8070. According to the California Department of Transportation, none of the streets located adjacent to the proposed installation site are not designated scenic highways and there are no state or county designated scenic highways in the vicinity.[12] The proposed new sign would replace an existing obsolete and inoperable digital sign at a reduced height. *As a result, no impacts will occur.*

C. *Except as provided in Public Resources Code Section 21099, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? ● No Impact.*

The new digital sign would be installed within an area located within a surface parking lot located to the east of the Veterans of Foreign Wars (VFW) Post 8070.[13] The center post for the new digital sign is located approximately 50-feet east of the west elevation of the existing VFW building. The top of the sign face would be 101-feet above the parking lot surface. The proposed electronic sign installation site is located within a surface parking lot.[14] The new installation site is located east of the present sign and close to the I-210 Freeway. The zoning designation that is applicable to the project site is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*. *As a result, no impacts would occur.*

D. *Except as provided in Public Resources Code Section 21099, would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ● Less than Significant Impact.*

An electronic display billboard is a large screen made up of LED (light emitting diode) bulbs which are arranged and timed to create static, changing or full motion text and images. The State Law does not allow for any digital messages to change (or cycle) faster than 4 seconds. The industry standard is to run eight advertising spots, 8 seconds each for a 64-second loop. The new sign's luminosity would adhere to the Outdoor Advertising Association of America (OAAA) luminosity policy of not exceeding a brightness of 0.3 footcandles above the ambient light. The new electronic display billboard would be located on a property that is commercial. A sign lighting study was completed based on actual lab measurements made on modules using an illuminance meter.

The new sign would feature light-emitting diode ("LED") displays. As opposed to incandescent signs, LED signs are highly directional, which is an advantage in an urban setting since the light can be directed more precisely to the intended audience. Light measurements are completed in foot-candles. A foot-candle is the amount of light produced by a single candle when measured from one foot away. For reference, a 100-watt light bulb produces 137 foot-candles at one foot away, 0.0548 foot-candles at 50 feet and 0.0137 foot-candles at 100 feet. Table 3-1 represents the total increase in ambient light produced by the sign under typical operation at night. Light sensitive land uses in the area are shown in Exhibit 3-1. Conceptual views of the proposed sign are shown in Exhibit 3-2.

[12] California Department of Transportation. *Official Designated Scenic Highways.* http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

[13] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.

[14] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.

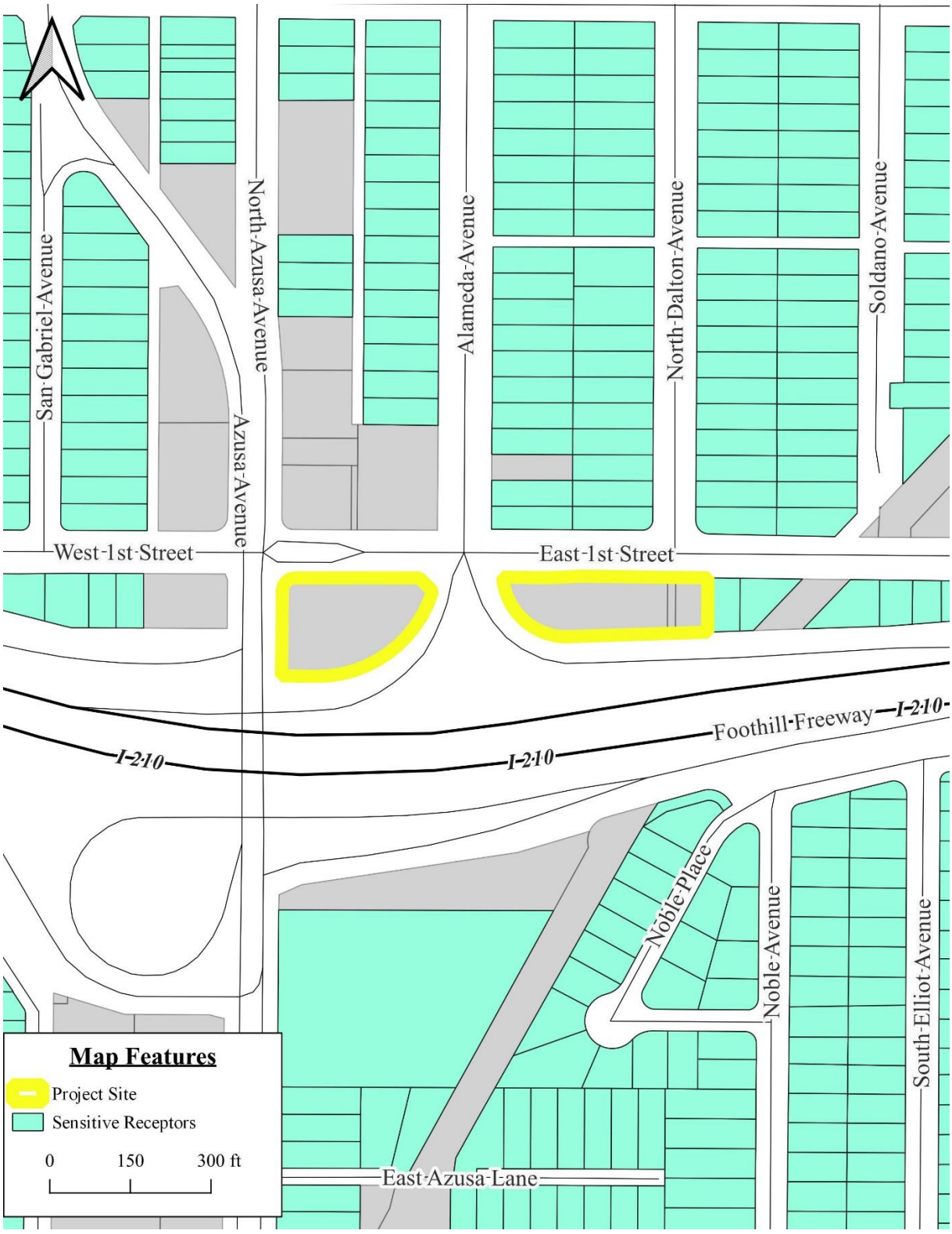
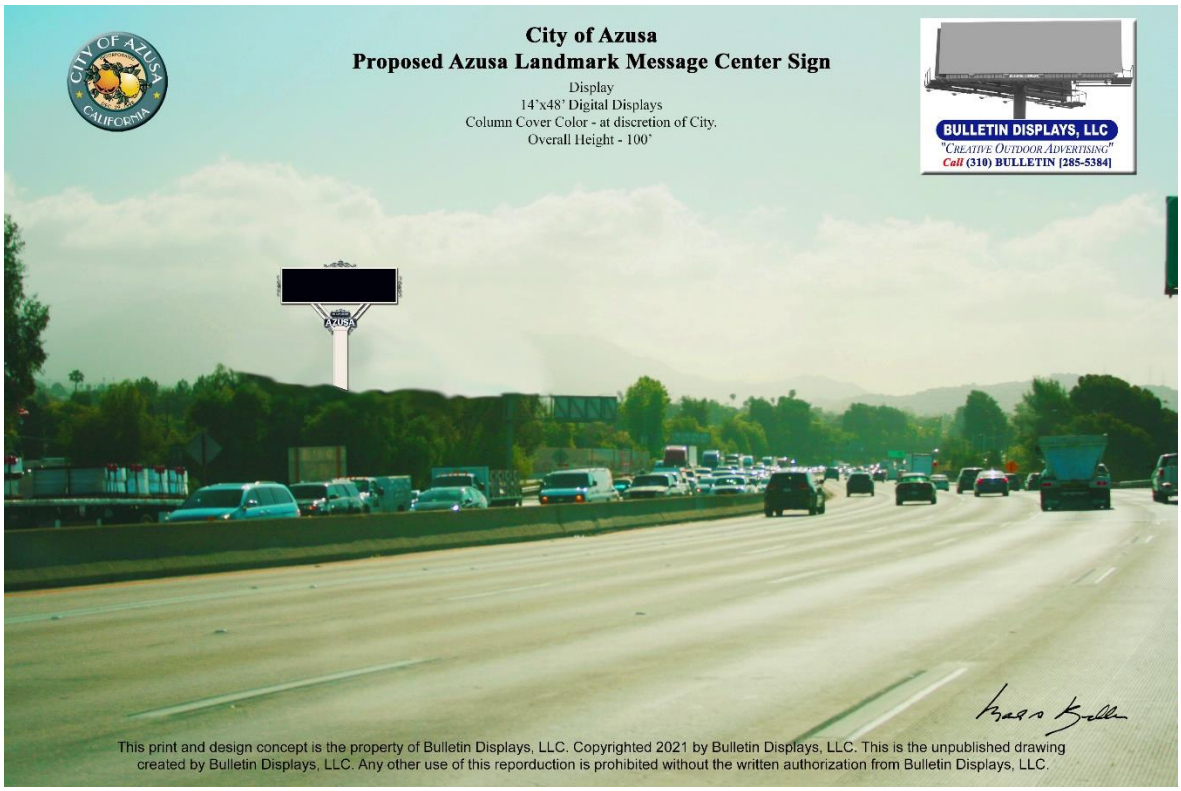


EXHIBIT 3-1 SENSITIVE RECEPTORS

SOURCE: QUANTUM GIS



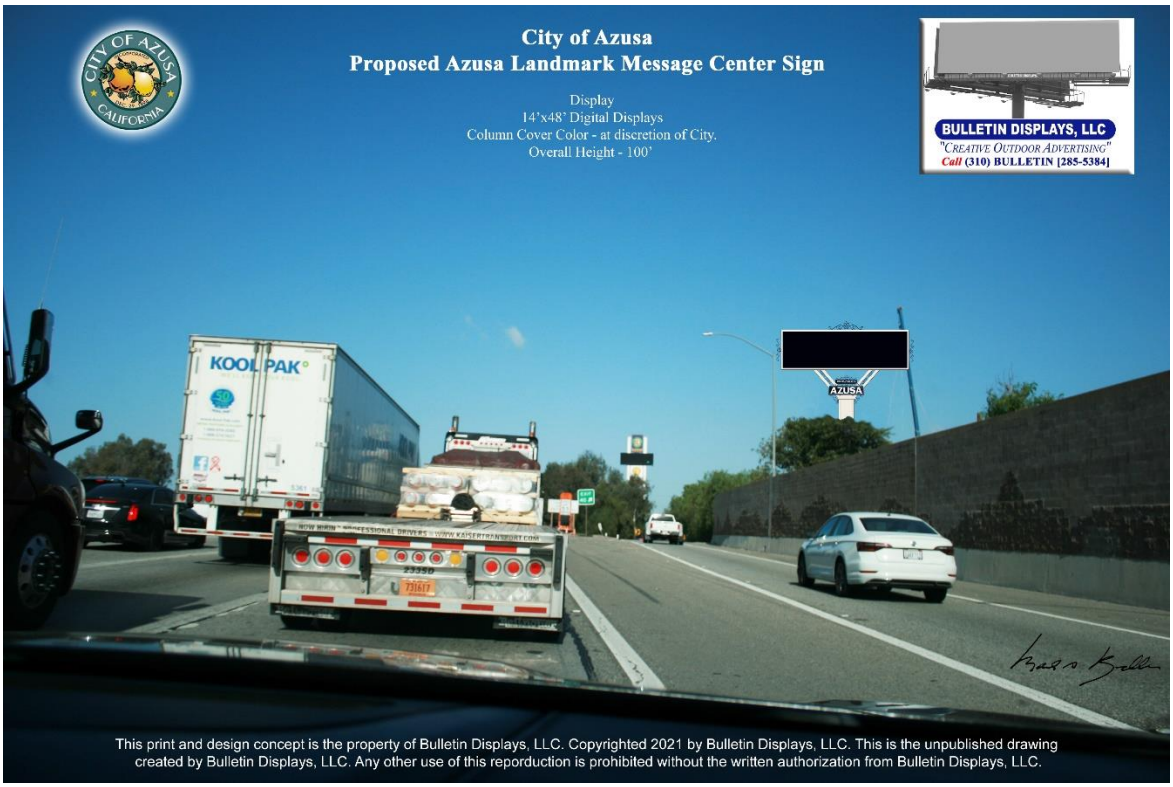


EXHIBIT 3-2 IMAGES OF THE SIGN

SOURCE: GOOGLE EARTH

Table 3-1
Increase in Ambient Light From Proposed Sign (foot-candles)

Distance from Sign	0 Degrees	20 Degrees	40 Degrees	60 Degrees	75 Degrees
100 feet	0.1171	0.0966	0.0652	0.0295	0.0059
200 feet	0.0293	0.0241	0.0163	0.0074	0.0015

Source: Watchfire Signs
Light values in foot-candles at night under typical operation

The ambient light increases would be less than shown in the table since they fail to consider any objects blocking the line-of-sight to the sign. Obstructions such as trees would further reduce real world overall ambient light increases. In addition to obstructions, any existing light within the area will further diminish any light increase. Given the above comparisons and measurements, the area will see an almost undetectable difference in ambient light after installation of the LED displays. Ambient light levels are more heavily impacted by street, building and landscape lights than the increases produced by an LED display. Furthermore, the new sign would be required to include a photometric sensor that will adjust the intensity of the sign for daytime and nighttime viewing. The photometric sensor will be part of the electronic sign plans. The new digital sign would replace an older that does not employ modern technology that emits lower intensity of lighting or technology that automatically turns off the digital display in the event of a malfunction. *As a result, the impacts would be less than significant.*

MITIGATION MEASURES

The analysis of aesthetics indicated that less than significant impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

3.2 AGRICULTURE AND FORESTRY RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project 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?				✖
B. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?				✖
C. Would the project 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))?				✖
D. Would the project result in the loss of forest land or conversion of forest land to non-forest use?				✖
E. Would the project 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?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on agriculture and forestry resources if it results in any of the following:

- The proposed project would 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.
- The proposed project would conflict with existing zoning for agricultural use, or a Williamson Act contract.
- The proposed project would 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)).
- The proposed project would result in the loss of forest land or conversion of forest land to non-forest use.
- The proposed project would 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.

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to track changes in agricultural land use and to help preserve areas of Important

Farmland. It divides the state's land into eight categories of land use designation based on soil quality and existing agriculture uses to produce maps and statistical data. These maps and data are used to help preserve productive farmland and to analyze impacts on farmland. Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance are all Important Farmland and are collectively referred to as Important Farmland in this analysis. The highest rated Important Farmland is Prime Farmland. The California Land Conservation Act of 1965, or the Williamson Act, allows a city or county government to preserve agricultural land or open space through contracts with landowners. Contracts last 10 years and are automatically renewed unless a notice of nonrenewal is issued.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project 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 uses? ● No Impact.*

No agricultural activities are located within or adjacent to the installation site.[15] The new digital sign would be installed within an area located within a surface parking lot located to the east of the Veterans of Foreign Wars (VFW) Post 8070.[16] The center post for the new digital sign is located approximately 50-feet east of the west elevation of the existing VFW building. The new installation site is located east of the present sign and close to the I-210 Freeway. The zoning designation that is applicable to the project site is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*.[17] The proposed project would not result in the conversion of farmland. *As a result, no impacts would occur.*

B. *Would the project conflict with existing zoning for agricultural uses, or a Williamson Act Contract? ● No Impact.*

The new installation site is located east of the present sign and close to the I-210 Freeway. The zoning designation that is applicable to the project site is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*. As indicated previously, the installation site is not being used for agricultural purposes. According to the State Department of Conservation, Division of Land Resource Protection, the installation site is not subject to a Williamson Act Contract.[18] The proposed project would not result in a conflict with the existing zoning for agricultural uses or a Williamson Act Contract. *As a result, no impacts would occur.*

C. *Would the project 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))? ● No Impact.*

According to the California Public Resources Code, "forest land" is land that can support 10% native tree cover

[15] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.

[16] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.

[17] Azusa, City of. *City of Azusa General Plan*. May 18, 2004.

[18] California Department of Conservation. *State of California Williamson Act Contract Land*. ftp://ftp.consrv.ca.gov.

of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. "Timberland" is defined as land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. "Timberland production zone" or "TPZ" means an area which has been zoned and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses.[19] The proposed installation site is located in the midst of a larger urban area and no forest lands are located within the immediate vicinity.[20] The new installation site is located east of the present sign and close to the I-210 Freeway. The zoning designation that is applicable to the project site is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*. The proposed project would not result in a conflict with existing zoning for, or rezoning of, forest land. *As a result, no impacts would occur.*

D. *Would the project result in the loss of forest land or conversion of forest land to a non-forest use? ● No Impact.*

As indicated previously, the proposed installation site is located east of the present sign and close to the I-210 Freeway. The zoning designation that is applicable to the project site is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*. As a result, no loss or conversion of forest lands to urban uses would result from the installation of the proposed electronic signs. *As a result, no impacts would occur.*

E. *Would the project 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 a non-forest use? ● No Impact.*

No farmland or forest lands are located in the vicinity of the proposed installation site. As a result, the proposed project would not involve the conversion of any existing farmland or forest area to urban uses. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis of agricultural and forestry resources indicated that no impacts on these resources would occur as part of the proposed project's implementation. As a result, no mitigation is required.

[19] California Public Resources Code. Sections 12220(g), 4526 and 51104(g).

[20] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.

3.3 AIR QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with or obstruct implementation of the applicable air quality plan?				✖
B. Would the project 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?			✖	
C. Would the project expose sensitive receptors to substantial pollutant concentrations?			✖	
D. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✖	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on air quality if it results in any of the following:

- The proposed project would conflict with or obstruct implementation of the applicable air quality plan.
- The proposed project would 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.
- The proposed project would expose sensitive receptors to substantial pollutant concentrations.
- The proposed project would result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone (O_3)*: a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO):* a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain. Carbon monoxide is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.

- *Nitrogen oxide (NOx)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. Nitrogen oxides are formed when nitric oxide (a pollutant from burning processes) combines with oxygen.
- *Sulfur dioxide* (SO_2): a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.
- *PM_{10} and $PM_{2.5}$* refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles because fine particles can more easily cause irritation.

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen oxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day reactive organic compounds;
- 55 pounds per day of nitrogen oxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan? ● No Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The address of the new sign installation site is 250 East 1st Street. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. y.[21] The City is located within the South Coast Air Basin, which

[21] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

covers a 6,600 square-mile area within all of Orange County, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent 2016 AQMP was adopted in March 2017 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).[22] The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:[23]

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.

- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.

In terms of Criteria 1, the long-term (operational) airborne emissions associated with the operation of the proposed electronic signs will be below levels that the SCAQMD considers to be a significant impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the installation of the electronic sign is summarized in Table 3-3). Operational emissions will be limited to off-site stationary emissions associated with electrical power generation and routine maintenance. The new digital sign would not result in operational emissions because the use of digital sign would not result in an increase of electricity use and will therefore, not increase of airborne emissions. Furthermore, the new digital sign is more efficient than the older digital sign and the electrical power consumption would be greatly reduced. The installation of the electronic sign would also conform to Consistency Criteria 2 since it

would not affect any regional population, housing, and employment projections prepared for the City because the electronic sign would not result in an increase in population and employment or create a need for housing. The installation of the new digital sign would not result in a conflict with Consistency Criteria 2 because it will not affect any regional population, housing, or employment projections. *As a result, no impact would occur.*

B. *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? ● Less than Significant Impact.*

As indicated previously, the installation site is located in a non-attainment area for ozone and particulates; therefore, the installation of the electronic signs would be required to comply with the requirements of SCAQMD Rule 403, Fugitive Dust, which requires the implementation of Best Available Control Measures (BACM) for all fugitive dust sources, and the 2016 AQMP, which identifies BACMs and Best Available Control

[22] South Coast Air Quality Management District. *Final 2016 Air Quality Plan*. Adopted March 2017.

[23] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

Technologies (BACT) for area sources and point sources, respectively. According to SCAQMD Rule 403, Fugitive Dust, all unpaved demolition and construction areas shall be regularly watered up to three times per day during excavation, grading, and construction as required (depending on temperature, soil moisture, wind, etc.). Watering could reduce fugitive dust by as much as 55 percent. Rule 403 also requires that temporary dust covers be used on any piles of excavated or imported earth to reduce wind-blown dust. In addition, all clearing, earthmoving, or excavation activities must be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of fugitive dust. Finally, the contractors must comply with other SCAQMD regulations governing equipment idling and emissions controls. The aforementioned SCAQMD regulations are standard conditions required for every construction project undertaken in the City as well as in the cities and counties governed by the SCAQMD.

The potential construction-related emissions from the installation of the electronic signs were estimated using the computer model CalEEMod (V.2022 1.1.17) developed for the SCAQMD. The electronic sign installation will occur over a three- to five-day period. As shown in Table 3-2, daily construction emissions would not exceed the SCAQMD thresholds of significance. The short-term construction emissions would be limited to those emissions generated during the electronic sign installation. The support structure, sign faces, and the ancillary equipment are manufactured off-site and would be assembled at the installation sites. Therefore, the construction-related impacts associated with the installation of the electronic signs would be less than significant.

Table 3-2
Estimated Daily Construction Emissions

Construction Phase	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	2.58	5.60	7.00	0.01	0.44	0.25
Daily Thresholds	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022 1.1.17

Long-term emissions refer to those air quality impacts that would occur once the proposed project has been constructed and is operational. These impacts would continue over the operational life of the project. The project would not result in any significant long-term operational emissions since minimal mobile emissions would be generated and the off-site stationary emissions associated with power consumption will be minimal. Operational emissions would be limited to vehicle trips associated with routine maintenance and off-site stationary emissions associated with electrical power generation. Table 3-3 depicts the estimated operational emissions that will be generated by the proposed electronic signs.

Table 3-3
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions	0.05	0.01	0.06	0.0001	0.0012	0.0012
Daily Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Source: CalEEMod V.2022.1.1.17

As indicated in Table 3-3, the projected long-term emissions would be below thresholds considered to represent a significant adverse impact. Therefore, the operation of the proposed project would not contribute to an existing air quality violation. *As a result, the impacts would be less than significant*.

C. *Would the project expose sensitive receptors to substantial pollutant concentrations? ● Less than Significant Impact.*

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include residences, board and care facilities, schools, playgrounds, hospitals, parks, childcare centers, outdoor athletic facilities, and other facilities where children or the elderly may congregate.[24] Land uses and development in the area include the following:

- *North of the Installation Area*. E. 1st Street extends along the proposed installation site's north side. Residential development is located further north, along the north side of the aforementioned roadway. The zoning designation that is applicable to this area is *Low Density Residential* while the corresponding General Plan designation is *Medium Density Residential*.

- *South of the Installation Area*. The Foothill Freeway (I-210) extends along the proposed installation site's south side. Residential development is located further south, along the south side of the aforementioned freeway.

- *West of the Installation Area*. The Foothill Freeway (I-210) E Street off-ramp is located west of the proposed installation site. The zoning designation that is applicable to this area is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*.

- *East of the Installation Area*. Two single family homes are located to the east of the proposed installation site. These homes are separated from the new sign installation site by an existing surface parking lot (approximately 133-feet from the installation site). The zoning designation that is applicable to this area is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*.[25]

The short-term impacts related to the installation of the proposed electronic signs will not result in significant emissions (refer to Tables 3-2 and 3-3 in the previous subsection and the CalEEMod worksheets provided in the appendix). In addition, fugitive dust emission, which is responsible for PM_{10} and $PM_{2.5}$ emissions, will further be reduced through the implementation of SCAQMD regulations related to fugitive dust generation and other construction-related emissions.[26] These SCAQMD regulations are standard conditions required for every construction project undertaken in the City as well as in the cities and counties governed by the SCAQMD. Furthermore, the construction or operational emissions would not expose sensitive receptors to substantial pollutant concentrations. *As a result, less than significant impacts will occur*.

[24] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

[25] Google Earth. Website accessed July 28, 2023. City of Azusa General Plan and Zoning Map. Site visit occurred on August 3, 2023.

[26] South Coast Air Quality Management District. *Rule 403, Fugitive Dust*. As Amended June 3, 2005.

D. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? ● Less than Significant Impact.*

The SCAQMD has identified those land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.[27] The proposed project would not result in the generation of any odors. Furthermore, construction truck drivers must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel powered vehicles to less than five minutes.[28] In addition, the project's contractors must adhere to SCAQMD Rule 403 regulations, which significantly reduce the generation of fugitive dust. *As a result, less than significant impacts will occur.*

MITIGATION MEASURES

The emissions related to the installation and operation of the proposed project are not considered to represent a significant adverse impact. As a result, no mitigation is required.

[27] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9.* As amended 2017.

[28] California, State of. *California Code of Regulations, Title 13, Section 2485 Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling.*

3.4 BIOLOGICAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project 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 Wildlife or U.S. Fish and Wildlife Service?				✖
B. Would the project 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 Wildlife or US Fish and Wildlife Service?				✖
C. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✖
D. Would the project 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?				✖
E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✖
F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- The proposed project would 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 Wildlife or U.S. Fish and Wildlife Service.
- The proposed project would 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 Wildlife or US Fish and Wildlife Service.
- The proposed project would have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

- The proposed project would 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.
- The proposed project would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- The proposed project would conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Sensitive biological resources include a variety of plant and animal species that are specialized and endemic to a particular habitat type. Due to loss of habitat, some of these species have been designated by either, or both, the federal and state government resource agencies as threatened or endangered. Species listed as threatened include those whose numbers have dropped to such low levels and/or whose populations are so isolated that the continuation of the species could be jeopardized. Endangered species are those with such limited numbers or subject to such extreme circumstances that they are considered in imminent danger of extinction. Other government agencies and resource organizations also identify sensitive species, those that are naturally rare and that have been locally depleted and put at risk by human activities. While not in imminent danger of jeopardy or extinction, sensitive species are generally considered vulnerable and can become candidates for future listing as threatened or endangered.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project 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 Wildlife or U.S. Fish and Wildlife Service? ● No Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display at about 120-feet tall. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The address of the new sign installation site is 250 East 1st Street. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway. Due to the current state of the installation site and the level of development in the surrounding area, the installation sites are not suitable environments for any candidate, sensitive or special status species.[29] Furthermore, the installation of the new electronic sign would not affect any animal species because the removal or trimming of trees will not be required. *As a result, no impacts would occur.*

[29] Blodgett Baylosis Environmental Planning. *Site Surveys*. Surveys were completed on October 15, 2018.

B. *Would the project 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 Wildlife or U.S. Fish and Wildlife Service? ● No Impact.*

The new digital sign would be installed within an area located within a surface parking lot located to the east of the Veterans of Foreign Wars (VFW) Post 8070.[30] The center post for the new digital sign is located approximately 50-feet east of the west elevation of the existing VFW building. Due to the current state of the installation site and the level of development in the surrounding area, the installation sites does not offer a suitable habitat for any species. There are no local or regional plans, policies, or regulations that identify any riparian habitat or other sensitive natural community at or adjacent to the installation sites nor does the California Department of Fish and Wildlife identify any such habitat. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper confirmed that there are no wetlands or riparian habitat present within or adjacent to the installation site. The Little Dalton Wash, a flood control channel, is located approximately 280 feet to the east of the installation site.[31] *As a result, no impacts would occur.*

C. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ● No Impact.*

As previously mentioned, the proposed installation sites are lo**c**ated in the midst of an urbanized setting. The new digital sign would be installed within an area located within a surface parking lot located to the east of the Veterans of Foreign Wars (VFW) Post 8070.[32] The center post for the new digital sign is located approximately 50-feet east of the west elevation of the existing VFW building. A review of the U.S. Fish and Wildlife Service National Wetlands Inventory, Wetlands Mapper confirmed that there are no wetlands or riparian habitat present within or adjacent to the installation site. The Little Dalton Wash, a flood control channel, is located approximately 280 feet to the east of the installation site. The proposed project would be limited to the installation sites and would not affect the aforementioned designated wetlands. *As a result, no impacts would occur.*

D. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? ● No Impact.*

There are no areas of natural open space or areas of significant biological value within or adjacent to the proposed installation site. The electronic sign will be installed on a strip of pavement within a surface parking area. In addition, there are no bodies of water that could provide a habitat for migratory birds. Constant disturbance (noise and vibration) from vehicles traveling on the adjacent I-210 Freeway further limits the installation site's utility as a migration corridor. As a result, the proposed project will not affect wildlife migration in the area or otherwise impede the use of native wildlife nursery sites. *As a result, no impacts would occur.*

[30] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.

[31] U.S. Fish and Wildlife Service. National Wetlands Inventory – V2. https://www.fws.gov/Wetlands/data/Mapper.html. Website accessed October 15, 2018.

[32] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.

E. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ● No Impact.*

Limited biological resources occur onsite other than ornamental landscaping at the rear of the site. The new installation site would be located within a surface parking area. *As a result, no impacts would result.*

F. *Would the project 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 new digital sign would be installed within an area located within a surface parking lot located to the east of the Veterans of Foreign Wars (VFW) Post 8070.[33] The center post for the new digital sign is located approximately 50-feet east of the west elevation of the existing VFW building. The top of the sign face would be 101-feet above the parking lot surface. According to the Conservation Plans and Agreements Database, no Habitat Conservation Plans or Natural Community Conservation Plans are applicable to the proposed project. Therefore, no conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan will occur. *As a result, no impacts would occur.*

MITIGATION MEASURES

The emissions related to the installation and operation of the proposed project are not considered to represent a significant adverse impact on biological resources. As a result, no mitigation is required.

[33] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.

3.5 CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?				✖
B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			✖	
C. Would the project disturb any human remains, including those interred outside of formal cemeteries?			✖	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on cultural resources if it results in any of the following:

- The proposed project would cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.
- The proposed project would cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.
- The proposed project would disturb any human remains, including those interred outside of formal cemeteries.

Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a General Plan or historic preservation ordinance. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Specific criteria include the following:

- Districts, sites, buildings, structures, and objects that are associated with the lives of significant persons in or past;
- Districts, sites, buildings, structures, and objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or,
- Districts, sites, buildings, structures, and objects that have yielded or may be likely to yield, information important in history or prehistory.

Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. However, such properties *will qualify* if they are integral parts of districts that meet certain criteria.[34] Historic structures and sites are defined by local, State, and Federal criteria. A site or structure may be historically significant if it is locally protected through a local general plan or historic preservation ordinance. A site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The California State Historic Preservation Office (SHPO) maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of Interior has established specific Federal guidelines and criteria that indicate the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places.[35] To be considered eligible for the National Register, a property's significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. State historic preservation regulations include the statutes and guidelines contained in the California Environmental Quality Act (CEQA) and the Public Resources Code (PRC).

A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript, which is historically or archaeologically significant. The State regulations that govern historic resources and structures include Public Resources Code (PRC) Section 5024.1 and CEQA Guidelines Sections 15064.5(a) and 15064.5(b). In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains. CEQA, as codified at PRC Sections 21000 et seq., is the principal statute governing the environmental review of projects in the State. The project site is not included on a list of historic resources compiled by the United States Department of the Interior, National Park Service.[36]

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines? ● No Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The address of the new sign installation site is 250 East 1st Street. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway. The existing conditions on the project site are highly disturbed. The

[34] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://nrhp.focus.nps.gov. 2010.

[35] U.S. Department of the Interior, National Park Service. *National Register of Historic Places*. https://www.nps.gov/subjects/nationalregister/index.htm. 2010.

[36] National Park Service. *National Register of Historic Places*. https://www.nps.gov/subjects/nationalregister/index.htm. Website accessed May 15,2023.

project site has been previously graded and is fully paved. *As a result, no impacts would occur.*

B. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines? ● Less than Significant Impact.*

The new digital sign would be installed within an area located within a surface parking lot located to the east of the Veterans of Foreign Wars (VFW) Post 8070.[37] The center post for the new digital sign is located approximately 50-feet east of the west elevation of the existing VFW building. The estimated column depth for the electronic sign's support would be 30-feet and the footing diameter would be 5.5 feet (i.e. the column diameter would be approximately 4-feet). This results in an export of between 28 to 144 cubic yards of earth. The amount of disturbance within the existing surface parking lot would be minimal. *As a result, the impacts would be less than significant.*

C. *Would the project disturb any human remains, including those interred outside of dedicated cemeteries? ● Less than Significant Impact.*

There are no dedicated cemeteries located within the vicinity of the installation sites.[38] The installation process is unlikely to uncover human remains due to the limited excavation that is to be performed in the designated sites. In addition, human remains are unlikely to be uncovered due to the level of urbanization present and the amount of disturbance sustained to accommodate the surrounding development. Notwithstanding, in the unlikely event that remains are uncovered by construction crews, all excavation activities shall be halted and the Azusa Police Department (APD) would be contacted (the LASD will then contact the Los Angeles County Coroner). See Section 3.18 for tribal remains. *As a result, the impacts would be less than significant*.

MITIGATION MEASURES

The analysis of potential cultural resources impacts indicated that no cultural resources impacts would occur and, as a result, no mitigation is required.

[37] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.

[38] Google Earth. Website accessed July 17, 2023.

3.6 ENERGY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✖	
B. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on energy resources if it results in any of the following:

- The proposed project would result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during the proposed project's construction or operation.
- The proposed project would conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Energy and natural gas consumption were estimated using default energy intensities by building type in CalEEMod. In addition, it was assumed the new buildings would be constructed pursuant to the 2022 CALGreen standards, which was considered in the CalEEMod inputs.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? ● Less than Significant Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. The new sign would be much more efficient electrically than the old sign (i.e., the electrical usage would be reduced). This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The planned sign face would be a full color LED display, 14-feet by 48-feet on each side.

A number of variables will affect the potential power consumption of an electronic billboard including sign face size, resolution (how close pixels are spaced, also referred to as the diode density), how many LEDs (light emitting diodes) are in each pixel, the color capabilities of the board (tricolor or full color), the image being displayed and the time of day (day-time operation requires more power than night-time operation, as the lit

image must compete with the brightness of the sun). The average annual energy consumption for LED billboards in the Los Angeles region is 61,032 kilowatt hours ("kWh"). For purposes of comparison, a typical single family home in the U.S. will consume 11,040 kWh annually.[39] According to the Applicant, the electronic signs will draw 50 amps, which translates to an annual usage of 52,560 kWh. Using these figures, the proposed electronic signs have an annual energy consumption which is less than average for the Los Angeles region. However, this number may be lower depending on the many factors listed in the previous paragraph. The proposed electronic signs would use electrical energy and would be constructed pursuant to current electrical codes, including Title 24 of the State Building Code. In addition, the digital billboard would include a photometric sensor that will adjust the intensity of the sign for daytime and nighttime viewing.

The installation of the electronic signs will not result in excessive energy consumption because the materials used in the construction of electronic signs are manufactured off-site and would be installed over a three- to five-day period. The off-site manufacturing of the electronic signs is not subject to this environmental analysis because it is not directly part of the on-site construction. The manufacturing of the electronic signs and other construction materials are done off-site by a company contracted by the Applicant and their manufacturing processes are not subject to this CEQA analysis. Therefore, the proposed project will not result in wasteful, inefficient, or unnecessary consumption of energy during installation or operation. *As a result, the impacts would be less than significant.*

B. *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? ● No Impact.*

The California Public Utilities Commission prepared an updated Energy Efficiency Strategic Plan in 2011 with the goal of promoting energy efficiency and a reduction in greenhouse gases (GHG). Assembly Bill 1109, which was adopted in 2007, also serves as a framework for lighting efficiency. This bill requires the State Energy Resources Conservation and Development Commission to adopt minimum energy efficiency standards structured to reduce average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018. According to the Energy Efficiency Strategic Plan, lighting comprises approximately one-fourth of California's electricity use while non-residential sector exterior lighting (parking lot, area, walkway, and security lighting) usage comprises 1.4 percent of California's total electricity use, much of which occurs during limited occupancy periods.[40] As indicated in the previous subsection, the project will not result in wasteful, inefficient, or unnecessary consumption of energy during installation or operation. The new sign would be much more efficient electrically than the old sign (i.e., the electrical usage would be reduced). Therefore, the proposed project will not conflict with or obstruct the state's goal of promoting energy and lighting efficiency. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis determined that the proposed project will not result in significant impacts related to energy and mitigation measures are not required.

[39] Young, Gregory. *The Basics of Digital Signage and Energy Consumption*. http://www.scenic.org/storage/documents/EXCERPT_The_Basics_of_Digital_Signage_and_Energy_Consumption.pdf.

[40] California Public Utilities Commission. *Energy Efficiency Strategic Plan*. Plan updated January 2011.

3.7 GEOLOGY AND SOILS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides?			✖	
B. Would the project result in substantial soil erosion or the loss of topsoil?			✖	
C. Would the project 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?			✖	
D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✖	
E. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✖
F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on geology and soils if it results in any of the following:

- The proposed project would, directly or indirectly, cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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); strong seismic ground shaking; seismic-related ground failure, including liquefaction; and, landslides?
- The proposed project would result in substantial soil erosion or the loss of topsoil.
- The proposed project would 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.

- The proposed project would be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- The proposed project would 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.
- The proposed project would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The proposed project's potential seismic and soils risk was evaluated in terms of the site's proximity to earthquake faults and unstable soils.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides? ● Less than Significant Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. The estimated column depth for the electronic sign's support will be 30-feet and the footing diameter would be approximately 5.5 feet (i.e. the column diameter would be approximately 4-feet). This results in an export of approximately 28 to 144 cubic yards of earth.

Rupture of a known earthquake fault

The City is located in a seismically active region with many major and minor local faults traverse the entire Southern California region. Earthquakes from several active and potentially active faults in the Southern California region could affect the proposed installation site. In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.[41] The site is not located within an Alquist-Priolo zone.[42] The proposed electronic signs will be subject to all applicable City and state building regulations, including the California Building Code to ensure that potential impacts are less than significant. Unique to sign engineer calculations, designing the sign for wind load would result in the sign actually exceeding the required earthquake calculations. *As a result, the impacts would be less than significant.*

Strong seismic ground shaking

As previously mentioned, the City is not on the list of cities subject to the Alquist-Priolo Earthquake Fault

[41] California Department of Conservation. *What is the Alquist-Priolo Act.* http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx.

[42] California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010.* http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx.

Zones.[43] The installation site is not located within any Alquist-Priolo though the proposed electronic signs would be subject to all applicable City and state building regulations, including the California Building Code. *As a result, the impacts would be less than significant.*

Seismic-related ground failure, including liquefaction, or landslides

Liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity.[44] According to the California Department of Conservation, California Geologic Survey, The site is not located in a liquefaction zone. In addition, the site and the surrounding area is level and there are no hillside areas present. The proposed electronic sign would be subject to all applicable City and state building regulations, including the California Building Code to ensure that potential impacts are less than significant. *As a result, the potential impacts would be less than significant.*

B. *Would the project result in substantial soil erosion or the loss of topsoil? ● Less than Significant Impact.*

The new digital sign would be installed within an area located within a surface parking lot located to the east of the Veterans of Foreign Wars (VFW) Post 8070.[45] The center post for the new digital sign is located approximately 50-feet east of the west elevation of the existing VFW building. The estimated column depth for the electronic sign's support will be 30-feet and the footing diameter will be approximately 5.5 feet (i.e. the column diameter would be 4-feet). This results in an export of between 28 to 144 cubic yards of earth. The United States Department of Agriculture's ("USDA") Web Soil Survey was consulted to determine the nature of the soils that underlie the installation sites. According to the USDA Web Soil Survey, the installation site is underlain by the Soboba-Tujunga association. However, each electronic sign will only occupy 5 square feet of land area and would not present a runoff or erosion risk because the electronic signs will not introduce significant impermeable land cover to any of the installation sites.[46] In addition, limited excavation will be required for the installation of the pylon footings and infrastructure connections. *As a result, the impacts would be less than significant.*

C. *Would the project 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? ● Less than Significant Impact.*

Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction-induced or can be the result of excess moisture within the underlying soils. As previously indicated, no liquefaction risk is present. Subsidence occurs via soil shrinkage and is triggered by a significant reduction in an underlying groundwater table, thus causing the earth on top to sink. Shrinking and swelling is influenced by the amount of clay present in the underlying soils. As previously

[43] California Department of Conservation. *Table 4, Cities and Counties Affected by Alquist Priolo Earthquake Fault Zones as of January 2010.* http://www.conservation.ca.gov/cgs/rghm/ap/Pages/affected.aspx.

[44] U.S. Geological Survey. *About Liquefaction.* http://geomaps.wr.usgs.gov/sfgeo/liquefaction/aboutliq.html.

[45] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.

[46] United States Department of Agriculture. *Web Soil Survey*. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Website accessed July 17, 2023.

mentioned, the proposed electronic sign would be subject to all applicable City and state building regulations, including the California Building Code to ensure that potential impacts are addressed. *As a result, the impacts would be less than significant.*

D. *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012), creating substantial direct or indirect risks to life or property? ● Less than Significant Impact.*

The installation site is underlain by soils of the Soboba-Tujunga soil associations, which have various levels of clay, therefore a slight subsidence potential may exist. As previously mentioned, the proposed electronic signs will be subject to all applicable City and state building regulations, including the California Building Code to ensure that potential impacts are less than significant. *As a result, the impacts would be less than significant.*

E. *Would the project 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? ● No Impact.*

No septic tanks will be used in conjunction with the proposed electronic signs. As a result, no impacts associated with the use of septic tanks or alternative wastewater disposal systems will occur as part of the proposed project.

F. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ● No Impact.*

The estimated column depth for the electronic sign's support would be 30-feet and the footing diameter would be 5.5-feet (i.e., the column diameter would be approximately 4-feet). This results in an export of between 88 to 123 cubic yards of earth. The likelihood of the discovery of paleontological resources or unique geologic features on-site is considered to be low given the extensive ground disturbance that has occurred throughout the City. In addition, the limited excavation (25 feet) for the new support columns and the infrastructure connections are not likely to encounter any resources. The upper sediments that underlie the installation sites consist of younger Quaternary Alluvium, which have a low paleontological sensitivity. These younger sediments, however, overlie Older Quaternary Alluvium which is considered to be sensitive.[47] The estimated column depth for the support columns would be approximately 30-feet deep. An export of approximately 28 to 144 cubic yards of dirt is estimated for each electronic sign. Therefore, the extent of the ground boring will not extend into the Older Quaternary Alluvium. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis of potential impacts related to geology and soils indicated that the proposed project would not result in any significant adverse impacts. As a result, no mitigation measures are required.

[47] Los Angeles, City of. *L.A. CEQA Thresholds Guide. Section D.1 Paleontological Resources.* http://www.environmentla.org/programs/Thresholds/D-Cultural.

3.8 GREENHOUSE GAS EMISSIONS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✖	
B. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on greenhouse gas emissions if it results in any of the following:

- The proposed project would generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- The proposed project would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The SCAQMD has adopted Interim GHG thresholds for development projects within the South Coast Air Basin. The project would be less than significant if project emissions are below one of the following screening thresholds:

- *Residential and Commercial land uses:* 3,000 MTCO2e per year; or,
- *Industrial land uses:* 10,000 MTCO2e per year; or,
- Based on land use type: residential: 3,500 MTCO2e per year; commercial: 1,400 MTCO2e per year; or
- Mixed use: 3,000 MTCO2e per year.

For the proposed project, the threshold that will be used is 3,000 MTCO2e per year. The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. These man-made GHG will have the effect of warming atmospheric temperatures with the attendant impacts of changes in the global climate, increased sea levels, and changes to the worldwide biome. The major GHGs that influence global warming are described below.

- *Water Vapor*. Water vapor is the most abundant GHG present in the atmosphere. Changes in the atmospheric concentration of water vapor is directly related to the warming of the atmosphere rather than a direct result of industrialization. As the temperature of the atmosphere rises, more water is

evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to "hold" more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further warming the atmosphere. When water vapor increases in the atmosphere, more of it will eventually also condense into clouds, which are more able to reflect incoming solar radiation. This will allow less energy to reach the Earth's surface thereby affecting surface temperatures.

- *Carbon Dioxide (CO_2).* The natural production and absorption of CO_2 is achieved through the terrestrial biosphere and the ocean. Manmade sources of CO_2 include the burning coal, oil, natural gas, and wood. Since the industrial revolution began in the mid-1700's, these activities have increased the atmospheric concentrations of CO_2. with a similar percentage contribution for the increase during the period 2000 to 2010.
- *Methane (CH_4).* CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than that of CO_2. Methane's lifetime in the atmosphere is brief (10 to 12 years), compared to some other GHGs (such as CO_2, N_2O, and Chlorofluorocarbons (CFCs). CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of methane. Other human-related sources of methane production include fossil-fuel combustion and biomass burning.
- *Nitrous Oxide (N_2O).* Concentrations of N_2O also began to increase at the beginning of the industrial revolution. N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is also commonly used as an aerosol spray propellant.
- *Chlorofluorocarbons (CFC).* CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the Earth's surface). CFCs have no natural source but were first synthesized in 1928. It was used for refrigerants, aerosol propellants, and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and in 1989 the European Community agreed to ban CFCs by 2000 and subsequent treaties banned CFCs worldwide by 2010. This effort was extremely successful, and the levels of the major CFCs are now remaining level or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.
- *Hydrofluorocarbons (HFC).* HFCs are synthetic man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential. The HFCs with the largest measured atmospheric abundances are (in order), HFC-23 (CHF_3), HFC-134a (CF_3CH_2F), and HFC-152a (CH_3CHF_2). Prior to 1990, the only significant emissions were HFC-23. HFC-134a use is increasing due to its use as a refrigerant. HFCs are manmade and used for applications such as automobile air conditioners and refrigerants.
- *Perfluorocarbons (PFC).* PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere. High-energy ultraviolet rays about 60 kilometers above

Earth's surface are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). The two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

- *Sulfur Hexafluoride (SF_6).* SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. SF_6 has the highest global warming potential of any gas evaluated; 23,900 times that of CO_2. SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O).

A. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ● Less than Significant Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. The address of the new sign installation site is 250 East 1st Street. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. The new sign would be a back-to-back shaped sign with two digital faces. The planned sign face would be a full color LED display, 14-feet by 48-feet on each side, with a height of approximately 101-feet (or 84-feet above the freeway grade). The sign faces would be located on top of an assimilated concrete pedestal. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.

The State of California requires CEQA documents include an evaluation of greenhouse gas ("GHG") emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler. The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, established the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020.[48] The proposed electronic signs will utilize minimal amounts of electricity and, as a result, off-site stationary emissions will be minimal.

The only source of GHG emissions related to the operation of the electronic signs would be those related to off-site electrical power generation. As indicated in Section 3.6, Energy, A, the electronic signs will not result in wasteful, inefficient, or unnecessary consumption of energy during installation or operation. Table 3-4 summarizes annual GHG (CO_2E) emissions from the operation of the electronic sign.

[48] California, State of. OPR Technical Advisory – *CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review.* June 19, 2008.

Table 3-4
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (Lbs/Day)			
	CO_2	CH_4	N_2O	CO_2E
Long-term Area Emissions	18.049	0.0003	--	18.068
Long-term Energy Emissions	65.262	0.0048	0.0006	65.553
Long-term Mobile Emissions	0.00000	0.00000	--	0.00000
Total Long-term Emissions	**83.311**	**0.0051**	**0.0006**	**83.621**
Total Long-term Emissions ($MTCO_2E$)				10.99 $MTCO_2E$/year
Thresholds of Significance				10,000 $MTCO_2E$/year

Source: CalEEMod V.2022.1.1.17

As indicated in Table 3-4, the CO_2E total for the project is a negligible amount of CO_2E per day. Furthermore, the adoption of the Municipal Code Amendment will not result in greenhouse gas emissions. The Municipal Code Amendment will not result in operational emissions because the use of digital full motion video and four-second intervals in between image transitions will not result in an increase of electricity use and will therefore not result in an increase of airborne emissions or greenhouse gasses. The new sign would also be more efficient than the old sign. *Since the project's operational emissions will be below the quantified threshold of significance, the potential impacts are considered to be less than significant*.

B. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? ● No Impact.*

The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, established the California target to achieve reductions in GHG to 1990 GHG emission levels by the year 2020.[49] As indicated previously, the installation and operation of the proposed electronic sign will result in the generation of a limited amount of emissions that will be below the SCAQMD's thresholds (refer to Table 3-4). The only operational emissions will involve vehicle trips made by maintenance vehicles and off-site emissions for electricity generation to power the electronic signs, which are minimal. As indicated in Section 3.6, Energy, A, the electronic signs will not result in wasteful, inefficient, or unnecessary consumption of energy during installation or operation. Furthermore, the adoption of the Municipal Code Amendment will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. *As a result, no impacts would occur*.

MITIGATION MEASURES

The analysis of potential impacts related to GHG emissions indicated that the proposed project would not result in any significant adverse impacts. As a result, no mitigation measures are required.

[49] California, State of. OPR Technical Advisory – *CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review.* June 19, 2008.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✖
B. Would the project 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?				✖
C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✖
D. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✖
E. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✖
F. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✖
G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on hazards and hazardous materials if it results in any of the following:

- The proposed project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- The proposed project would 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.
- The proposed project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- The proposed project would 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.

- The proposed project would result in a safety hazard or excessive noise for people residing or working in the project area 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.
- The proposed project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- The proposed project would expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

Hazardous materials refer generally to hazardous substances that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in a wide variety of products (household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials can occur from a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ● No Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. The new sign would be a back-to-back shaped sign with two digital faces. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.[50] Once in operation, the proposed project will not involve the transport, use, or disposal of hazardous materials. *As a result, no impacts would result.*

B. *Would the project 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? ● No Impact.*

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the California Department of Toxic Substances Control. A search of the EnviroStor database determined that there are no Cortese sites located within the City. The United States Environmental Protection Agency's multi-system search Envirofacts was consulted and it was determined that the installation sites were not listed within the database.[51] The installation site is not identified by any

[50] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

[51] United States Environmental Protection Agency. *Envirofacts-Multisystem Search.*

regulatory agency as having a known and recorded hazardous materials spills, releases or environmental-related violations. *As a result, no impacts would result.*

C. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ● No Impact.*

The proposed electronic billboard would not generate any emissions of hazardous substances or the handling of any hazardous materials, substances, or waste. The proposed project will also not involve any changes to the surrounding environment which could result in the release of hazardous materials. *As a result, no impacts will occur.*

D. *Would the project 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? ● No Impact.*

Government Code Section 65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the California Department of Toxic Substances Control. The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known underground storage tanks (USTs) having a reportable release, solid waste disposal facilities from which there is a known migration, hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program. A search of the EnviroStor database indicated that there are no Cortese sites located within or adjacent to the project site.[52] *As a result, no impacts will occur.*

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 a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? ● No Impact.*

The installation site is not located within an airport land use plan and are not located within two miles of a public airport or public use airport.[53] The nearest airport is the San Gabriel Valley Airport, located approximately eight miles northwest of Azusa in the City of El Monte. The planned sign face would be a full color LED display, 14-feet by 48-feet on each side, with a height of approximately 101-feet (or 84-feet above the freeway grade). The sign faces would be located on top of an assimilated concrete pedestal. The electronic sign would not introduce a structure that will interfere with the approach and take off of aircraft utilizing any regional airports. The new sign is at a lower height than the 120-foot high old sign. *As a result, no impacts would occur.*

https://www3.epa.gov/enviro/?CFID=59839&CFTOKEN=30600241.

[52] California Department of Toxic Substances Control, Envirostor. *Hazardous Waste and Substances Site Cortese List.* http://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST.

[53] Toll-Free Airline. *Los Angeles County Public and Private Airports, California.* http://www.tollfreeairline.com/california/losangeles.htm.

F. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

The installation of the electronic sign would require the use of drilling rigs for excavation of the dirt and cranes for the placement of the electronic sign. The installation site is located within a surface parking area located outside of the public street right-of-way. The proposed installation would not result in the impairment of the implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation route. The removal of the old sign would require an encroachment permit from the City though it would leave access for the other travel lanes to be used by emergency vehicles. *As a result, no impacts would occur.*

G. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires? ● No Impact.*

The area surrounding the installation sites are urban and there are no areas containing natural vegetation that could lead to a wildfire.[54] *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis indicated that the installation and operation of the proposed electronic signs will not result in impacts associated with hazards and hazardous materials. Therefore, no mitigation measures are required.

[54] Blodgett Baylosis Environmental Planning. *Site Surveys.* Surveys were completed on October 15, 2018.

3.10 HYDROLOGY AND WATER QUALITY

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?				✖
B. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				✖
C. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows?				✖
D. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?				✖
E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on hydrology and water quality if it results in any of the following:

- The proposed project would violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- The proposed project would substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- The proposed project would substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows.
- The proposed project would risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones.

- The proposed project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? ● No Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. The new sign would be a back-to-back shaped sign with two digital faces. The planned sign face would be a full color LED display, 14-feet by 48-feet on each side, with a height of approximately 101-feet (or 84-feet above the freeway grade). The sign faces would be located on top of an assimilated concrete pedestal. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.[55]

According to the USDA Web Soil Survey, the installation sites are underlain by soils of various soil associations, which have various degrees of runoff and erosion.[56] In the absence of mitigation, new impervious surfaces (buildings, internal driveways, parking areas, etc.) that would be constructed may result in the generation of urban pollutants. However, each electronic sign will only occupy 5 square feet of land area and will not introduce impermeable land cover to any of the installation sites. Overall, the proposed project will not involve any physical features or activities that would lead to erosion or the contamination of stormwater runoff. *As a result, no impacts would occur.*

B. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? ● No Impact.*

A search was conducted through the Regional Water Quality Control Board's on-line database Geotracker to identify the presence of any natural underground water wells within or adjacent to the installation site. The search yielded no results.[57] Therefore, excavation activities will not encounter and deplete groundwater supplies from any underlying aquifer. In addition, each electronic sign will only occupy 5 square feet of land area and will not interfere substantially with groundwater recharge. In addition, the operation of the electronic signs will not involve water use and will not deplete groundwater supplies. *As a result, no impacts would occur.*

[55] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

[56] United States Department of Agriculture. *Web Soil Survey*. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx. Website accessed October 17, 2018.

[57] Geotracker GAMA. http://geotracker.waterboards.ca.gov/gama/gamamap/public/default.asp. Website accessed October 22, 2018.

C. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or, impede or redirect flood flows? ● No Impact.*

The San Gabriel Canyon/Wash is located approximately 4.5 miles to the northeast of the site, and the San Gabriel River channel is located approximately 2.7 miles to the southwest of the site. The Little Dalton Wash, a flood control channel, is located approximately 280 feet to the east of the installation site. The electronic sign would not alter the course of the nearby creeks. The new electronic sign would only occupy 5 square feet of land area and therefore will not alter the existing drainage pattern or increase the risk of erosion or siltation of the project site and surrounding area. As previously mentioned, each electronic sign will only occupy 5 square feet of land area and therefore will not cause a significant increase in impermeable surfaces or an increase in the rate or amount of surface runoff. *As a result, no impacts would result.*

D. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? ● No Impact.*

The proposed installation site is not located in an area that is subject to inundation by seiche or tsunami. In addition, the installation site is located inland approximately 33 miles northeast of the Pacific Ocean and the installation sites would not be exposed to the effects of a tsunami. *As a result, no impacts would occur.*

E. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ● No Impact.*

The installation of the electronic sign would not result in minimal ground disturbance. The footprint of the pylon support structures will be minimal (5 square feet) and will not lead to a substantial amount of impervious surfaces. In addition, the electronic sign would not utilize any materials or equipment that could lead to surface water pollution and the project would not result in a conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. *As a result, no impacts will occur.*

MITIGATION MEASURES

The analysis indicated that the installation and operation of the proposed electronic signs will not result in impacts associated with hazards and hazardous materials. Therefore, no mitigation measures are required.

3.11 LAND USE AND PLANNING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project physically divide an established community?				✖
B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✖	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, acting as Lead Agency, a project may be deemed to have a significant adverse impact on mineral resources if it results in any of the following:

- The proposed project would physically divide an established community.
- The proposed project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project physically divide an established community? ● No Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.[58] The zoning designation that is applicable to the project site is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*. Land uses and development in the area include the following:

- *North of the Installation Area*. E. 1st Street extends along the proposed installation site's north side. Residential development is located further north, along the north side of the aforementioned roadway. The zoning designation that is applicable to this area is *Low Density Residential* while the corresponding General Plan designation is *Medium Density Residential*.

[58] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca*. November 15, 2021.

- *South of the Installation Area*. The Foothill Freeway (I-210) extends along the proposed installation site's south side. Residential development is located further south, along the south side of the aforementioned freeway.

- *West of the Installation Area*. The Foothill Freeway (I-210) E Street off-ramp is located west of the proposed installation site. The zoning designation that is applicable to this area is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*.

- *East of the Installation Area*. Two single family homes are located to the east of the proposed installation site. These homes are separated from the new sign installation site by an existing surface parking lot (approximately 133-feet from the installation site). The zoning designation that is applicable to this area is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*.[59]

Due to the nature of the project and its minimal land coverage, the project will not lead to any division of an existing established neighborhood. *As a result, no impacts would occur.*

B. *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? ● Less than Significant Impact.*

The proposed digital sign installation site is located in an urbanized area located in the southcentral portion of the City of Azusa just north of the I-210 Freeway. The new digital sign would replace an existing obsolete and malfunctioning sign and a City logo display. This existing sign is located at 106 South Azusa Avenue on a site that is occupied by a gas station, a convenience store, and a Del Taco® fast-food restaurant. The proposed installation site is occupied by the Veterans of Foreign Wars (VFW) Post 8070.[60] The new installation site is located east of the present sign and close to the I-210 Freeway.[61] The zoning designation that is applicable to the project site is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use* (refer to Exhibit 3-3). No zone change or general-plan amendment would be required to implement the project. The proposed project would not significantly conflict with any land use plan, policy, or regulation. *As a result, the impact would be less than significant.*

MITIGATION MEASURES

The analysis determined that no significant impacts on land use and planning would result from the implementation of the proposed project. As a result, no mitigation measures are required.

[59] Google Earth. Website accessed July 28, 2023. City of Azusa General Plan and Zoning Map. Site visit occurred on August 3, 2023.

[60] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.

[61] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

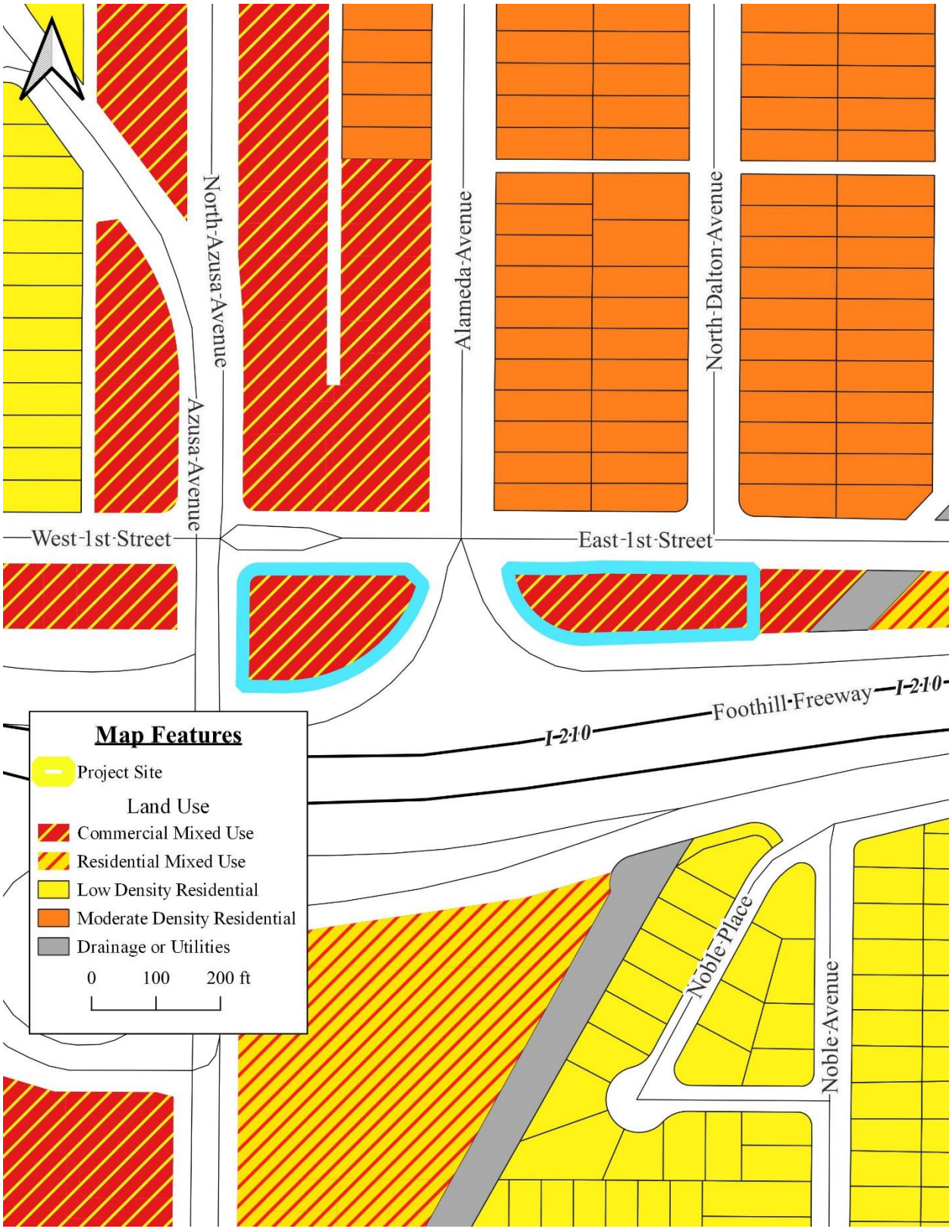


EXHIBIT 3-3 GENERAL PLAN LAND USE MAP

SOURCE: QUANTUM GIS

3.12 MINERAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project 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?				✖
B. Would the project 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?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on mineral resources if it results in any of the following:

- The proposed project would 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.
- The proposed project would 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.

The Surface Mining and Reclamation Act of 1975 (SMARA) has developed mineral land classification maps and reports to assist in the protection and development of mineral resources. According to the SMARA, the following four mineral land use classifications are identified:

- *Mineral Resource Zone 1 (MRZ-1):* This land use classification refers to areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- *Mineral Resource Zone 2 (MRZ-2):* This land use classification refers to areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.
- *Mineral Resource Zone 3 (MRZ-3):* This land use classification refers to areas where the significance of mineral deposits cannot be evaluated from the available data. Hilly or mountainous areas underlain by sedimentary, metamorphic, or igneous rock types and lowland areas underlain by alluvial wash or fan material are often included in this category. Additional information about the quality of material in these areas could either upgrade the classification to MRZ-2 or downgrade it to MRZ-1.
- *Mineral Resource Zone 4 (MRZ-4):* This land use classification refers to areas where available information is inadequate for assignment to any other mineral resource zone.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project 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? ● No Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.[62]

According to the California Department of Conservation Division of Oil, Gas, and Geothermal Resources (DOGGR) Well Finder, there are no existing or former oil wells and/or oil extraction activities located within the installation sites.[63] In addition, the installation of the electronic signs will not involve extensive excavation; the excavation of 28 to 144 cubic yards of dirt for the installation of each electronic sign. *As a result, no impacts would result.*

B. *Would the project 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? ● No Impact.*

As previously mentioned, no mineral, oil, or energy extraction and/or generation activities are located within the installation sites. Moreover, the proposed project will not interfere with any resource extraction activity. *Therefore, no impacts would result.*

MITIGATION MEASURES

The analysis of potential impacts related to mineral resources indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

[62] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

[63] California Department of Conservation. *Division of Oil, Gas & Geothermal Resources Well Finder.* http://maps.conservation.ca.gov/doggr/index.html#close. Website accessed July 15, 2023.

3.13 NOISE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✖	
B. Would the project result in generation of excessive ground borne vibration or ground borne noise levels?			✖	
C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people reside or working in the project area to excessive noise levels?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on noise if it results in any of the following:

- The proposed project would result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- The proposed project would result in the generation of excessive ground borne vibration or ground borne noise levels.
- For a proposed project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. Noise level increases of 3.0 dB or less are not generally perceptible to persons with average hearing abilities. Noise levels associated with common everyday activities are illustrated in Exhibit 3-4.

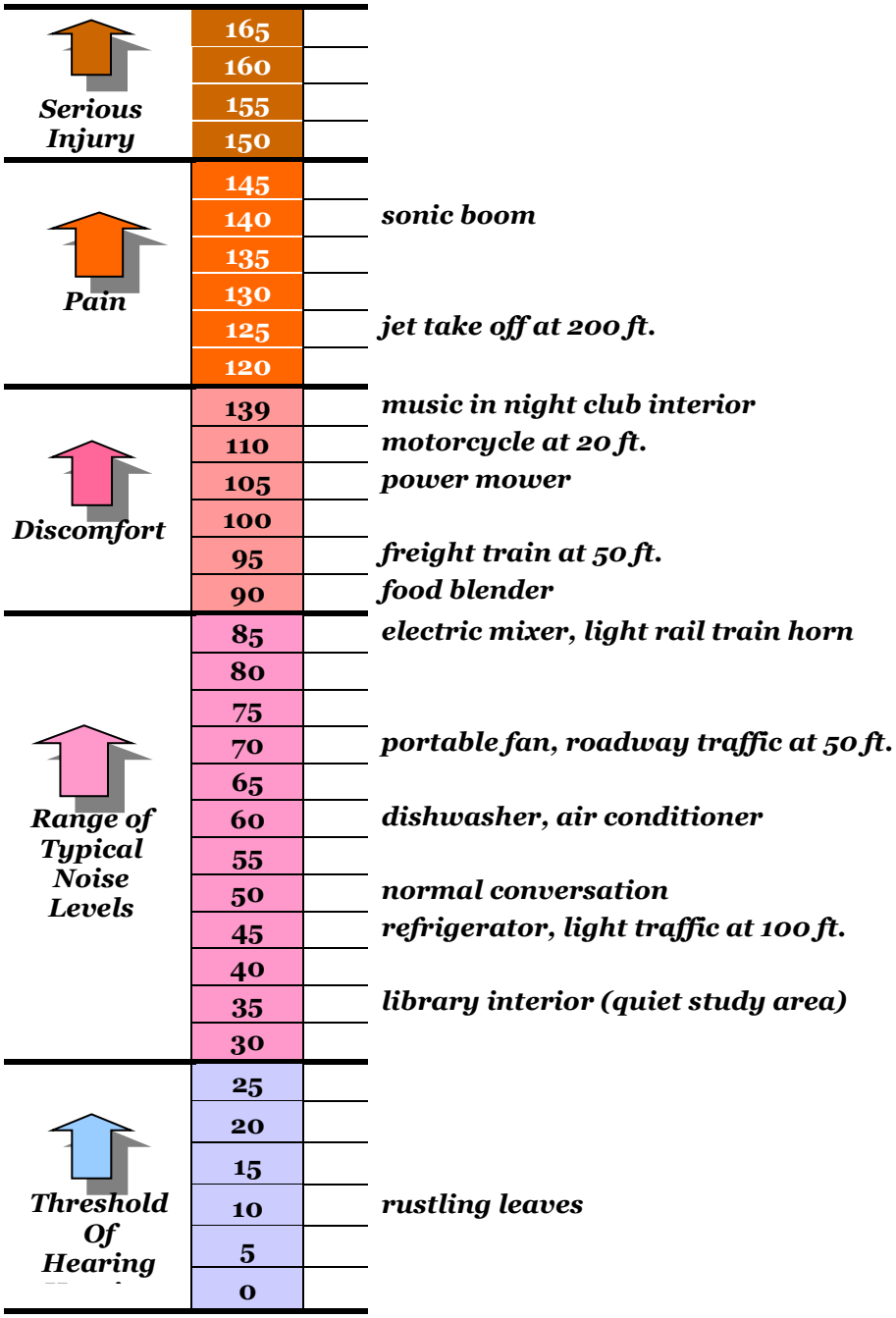


EXHIBIT 3-5 TYPICAL NOISE SOURCES AND LOUDNESS SCALE

SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ● Less than Significant Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. The new sign would be a back-to-back shaped sign with two digital faces. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.[64]

The installation of the electronic sign would result in short-term (construction-related) noise impacts during the two to four-day installation period and one week for the pole cover installation for the electronic sign, though these noise impacts would be minimal. Construction-related noise impacts would not be significant since the new sign would be located next to the I-210 Freeway, thus drowning out construction-related noise due to high ambient noise levels. In addition, the materials used in the construction of electronic signs are manufactured off-site. The electronic sign components would be transported to the individual locations where they would be assembled and installed. The limited duration of construction activities (two to four five days) and the City's construction-related noise control requirements will reduce the potential impacts to levels that are less than significant.

The ambient noise environments in the vicinity of the installation sites are dominated by noise emanating from vehicles traveling on the surrounding roadways (including the I-210 Freeway) and noise typically associated with the adjacent commercial uses. A change in traffic noise levels of between 3.0 dBA and 5.0 dBA is generally considered to be the limit where the change in the ambient noise levels may be perceived by persons with normal hearing. It typically requires a doubling of traffic volumes to register a perceptible change (increase) in traffic noise. As indicated in Section 3.17 (Transportation), there will not be any change in the traffic distribution over that which presently exists. The only vehicle trips that will be generated will be those necessary for installation over the three- to five-day period for the electronic sign and those necessary for periodic maintenance. Therefore, the projected traffic generation will not result in a doubling of traffic volumes. The installation sites would be located a minimum of 133 feet away from nearby residential uses, thereby eliminating any significant noise impacts on sensitive receptors. The proposed project will not involve the installation of noise-emitting devices. *Therefore, the impacts would be less than significant.*

B. *Would the project result in generation of excessive groundborne vibration or groundborne noise levels? ● Less than Significant Impact.*

Once in operation, the electronic sign would not raise ground-borne noise levels. No mobile (traffic-related)

[64] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

noise or stationary noise will result from the operation of the electronic signs. However, slight increases in ground-borne noise levels could occur during the two to four-day construction phase. The increase in noise during the construction phase will be difficult to distinguish due to the high ambient vehicle noise levels that will be present along the surrounding roadways, including the I-210 Freeway. The limited duration of construction activities (two to four days) and the City's construction-related noise control requirements will reduce the potential impacts to levels that are less than significant. Furthermore, the installation site is located a minimum of 133-feet away from nearby residential uses, thereby eliminating any significant noise impacts on sensitive receptors. *As a result, the impacts would be less than significant.*

C. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ● No Impact.*

The installation sites are not located within an airport land use plan and are not located within two miles of a public airport or public use airport.[65] The nearest airport is the San Gabriel Valley Airport, located approximately 7.3 miles southwest of Azusa in the City of El Monte. *As a result, the proposed project will not expose workers to excessive noise.*

MITIGATION MEASURES

The analysis of potential impacts related to noise indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation measures are required.

[65] Toll-Free Airline. *Los Angeles County Public and Private Airports, California.* http://www.tollfreeairline.com/california/losangeles.htm.

3.14 POPULATION AND HOUSING

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✖
B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on population and housing if it results in any of the following:

- The proposed project would induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- The proposed project would displace substantial numbers of existing people or housing, necessitating the construction of replacement housing.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? ● No Impact.*

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts include the following:

- New development in an area presently undeveloped and economic factors which may influence development;
- Extension of roadways and other transportation facilities;
- Extension of infrastructure and other improvements;
- Major off-site public projects (treatment plants, etc.);
- The removal of housing requiring replacement housing elsewhere;
- Additional population growth leading to increased demand for goods and services; and,
- Short-term growth-inducing impacts related to the project's construction.

The proposed project involves the installation and operation of a new electronic sign. The electronic sign would not result in any direct or indirect population growth for the City since the electronic signs will not create housing or local employment. The electronic sign is a stand-alone structure which will only require a limited number of construction workers for a two to four day installation period, a one week pole cover installation period, and for periodic maintenance. Furthermore, the new electronic sign is not considered an extension of infrastructure which could induce population growth. *As a result, no impacts would occur*.

B. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ● No Impact.*

The new digital sign would replace an existing obsolete and malfunctioning sign. This existing sign is located at 106 South Azusa Avenue on a site that is occupied by a gas station, a convenience store, and a Del Taco® fast-food restaurant. The proposed installation site is occupied by the Veterans of Foreign Wars (VFW) Post 8070.[66] The new installation site is located east of the present sign and close to the I-210 Freeway. The zoning designation that is applicable to the project site is *Neighborhood Center* while the corresponding General Plan designation is *Commercial Mixed Use*. The installation site is located within properties that are zoned non-residential and are located in the midst of urban development. No housing units will be displaced. *As a result, no impacts would occur*.

MITIGATION MEASURES

The analysis of population and housing impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

[66] Google Earth. Website accessed July 28, 2023. Site visit occurred on July 14, 2023.

3.15 PUBLIC SERVICES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks or other public facilities?			✖	
B. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection?			✖	
C. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools?				✖
D. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?				✖
E. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- The proposed project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks or other public facilities.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks or other public facilities? ●Less Than Significant Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.[67] The Los Angeles County Fire Department (LACFD), Station No. 32, provides fire protection and emergency services to the City of Azusa.[68] The proposed electronic sign would not place additional demands on LACFD services. The electronic signs are stand-alone structures which will not be habitable and will not result in an incremental increase in demand for fire protection services. *As a result, no impacts would occur.*

B. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection? ● Less than Significant Impact.*

Law enforcement services are provided by the Azusa Police Department (APD). The electronic sign would neither increase police response times nor place a strain on existing or future police resources. The new sign would be used free of charges by local, State, oor Federal law enforcement agencies to facilitate communication with the public. However, there is a possibility for graffiti. The following requirements are listed within the City's Municipal Code and will be included as conditions of approval to the entitlements for the signs: "*The new Electronic Display Billboards shall be maintained in good condition and working order at all times, and free of graffiti, peeling paint, faded colors, and/or damaged materials*. The above requirements will be enforced by the City and the Applicant with assistance from the APD and the City's Code Enforcement Division. Graffiti may be reported to City Hall by phone or online. *As a result, the impacts would be less significant.*

[67] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.
[68] County of Los Angeles Fire Department. https://www.fire.lacounty.gov/.

C. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools? ● No Impact.*

The proposed project would not involve any development and/or uses that could potentially affect school enrollments. The proposed project will not result in an increase in population and therefore will not create an incremental demand for school services. *As a result, no impacts on school services will result.*

D. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks? ● No Impact.*

This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.[69]

The new electronic park sign would display City news, City information and local City recreational activities, which will encourage residents to attend events at the City's various recreational facilities. Although the sign will encourage increased recreational facility use, the project itself will not cause local population growth which could potentially overwhelm the local recreational facilities. The proposed project will not result in a significant increased demand for park facilities. *As a result, no impacts would result.*

E. *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities? ● No Impact.*

No new public facilities will be needed since the proposed project will not result in an increase in population and therefore will not create a need for increased public services. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis determined that the proposed project would not result in any significant impact on public services. As a result, no mitigation is required.

[69] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

3.16 RECREATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✖
B. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on recreation if it results in any of the following:

- The proposed project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- The proposed project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ● No Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.[70] The project itself will not cause local population growth which could potentially impact local recreational facilities. *As a result, no impacts would occur.*

[70] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

B. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ● No Impact.*

The proposed project would not involve the construction of new development that would increase the demand for new recreational facilities nor will the project result in the construction or expansion of recreational facilities. *As a result, no impacts will occur.*

MITIGATION MEASURES

The analysis determined that the proposed project would not result in any significant impact on recreational facilities and services. As a result, no mitigation is required.

3.17 TRANSPORTATION AND CIRCULATION

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				✖
B. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				✖
C. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		✖		
D. Would the project result in inadequate emergency access?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on transportation and circulation if it results in any of the following:

- The proposed project would conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- The proposed project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).
- The proposed project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- The proposed project would result in inadequate emergency access.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? ● No Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. The new sign would be a back-to-back shaped sign with two digital faces. The planned sign face would be a full color LED display, 14-feet by 48-feet on each side, with a height of approximately 101-feet (or 84-feet above the freeway grade).

The sign faces would be located on top of an assimilated concrete pedestal. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.[71] Given the nature of the proposed project, there will not be any change in the traffic circulation over that which presently exists. The only vehicle trips that will be generated will be those necessary for installation over a two to four-day period for the electronic sign, one week for the pole cover installation, and those necessary for periodic maintenance. As a result, no change in the operating levels of service at the area intersections will result. *As a result, no impacts would occur*.

B. *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)? ● No Impact.*

According to CEQA Guidelines Section 15064.3 subdivision (b)(1), vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact. Due to the nature of the proposed project, there will not be any change in the traffic distribution over that which presently exists. The only vehicle trips that will be generated will be those necessary for installation over a two to four-day period for the electronic sign, and one week for the sign cover installation, and those necessary for periodic maintenance.

CEQA Guidelines Section 15064.3 subdivision (b)(3) and (b)(4) focuses on the evaluation of a project's VMT. As previously mentioned in Subsection A, there will not be any change in the traffic circulation over that which presently exists. The only vehicle trips that will be generated will be those necessary for the installation of the new sign over a two to four-day period for the electronic sign, one week for the sign cover installation, and those necessary for periodic maintenance. *As a result, no impacts would result*.

C. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ● Less than Significant Impact with Mitigation.*

The new electronic signs would not require the alteration or construction of roadways, thus eliminating the impacts related to sharp curves or dangerous intersections. The existing configuration of the existing roadways will not change. The proposed digital sign would provide a minimum eight-second interval between image transitions. The two *new* issue areas of specific concern include driver distraction and increased light and glare. Studies have demonstrated that nearly one-fourth of motor vehicle accidents may be attributed to distracted drivers where their eyes are off the forward roadway line-of-sight for a period of greater than two seconds. Nearly 80% of the crashes and 65% of near crashes were caused by distractions that made the driver look away for up to three seconds. It is very important to note that sources of distractions are numerous and include cellular phone use, internal vehicle controls, audio controls, and the various computer display systems now available in most new vehicles. Many states have laws against texting, talking on a cell phone, and other distractions while driving.

[71] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

A team from the New England University Transportation Center and the Massachusetts Institute of Technology recently addressed the relationship between the attention-grabbing nature of digital billboards and driver distraction in *Accident Analysis and Prevention*. The researchers involved in the preparation of this article explained that the flashing lights in ad-rotating digital billboards may be enough to evoke "obligatory shifts of covert visual attention" due to automatic, sensory reactions that take less than 100 milliseconds.

One of the most widely cited study was published in 2013 in Sweden. The Swedish Transport Administration had approved the installation of twelve electronic billboards for a trial period along a major heavily traveled roadway located in central Stockholm, Sweden. The purpose of this study was to provide a quantifiable measure of the effect of these electronic billboards on visual behavior and driving performance. The study concluded that drivers had a significantly longer dwell time, a greater number of fixations, and longer maximum fixation duration when driving past an electronic billboard compared to the other signs on similar roadway segments. No differences were found for the factors between the daytime and nighttime periods and no effect was found for the driving behavior data. The study concluded that the electronic billboards have an effect on gaze behavior by attracting more and longer glances than regular traffic signs. Whether the electronic billboards attract too much attention and constitute a traffic safety hazard cannot be answered conclusively based on the present data.[72]

In 2013, the Federal Highway Administration (FHWA) issued the results of its digital billboard safety study, concluding that they were not a danger to traffic safety. The study employed eye tracking equipment to determine how long drivers took their eyes off the road when in the presence of digital billboards. The FHWA study concluded that the longest fixation to a digital billboard was 1.34 seconds, and to a standard billboard it was 1.28 seconds, both of which are well below the accepted standard (according to the National Highway Traffic Safety Administration, the accepted standard is 2 seconds). The FHWA study concluded that there was not any conclusive evidence that digital billboards presented a significant distraction to drivers. In addition to a literature review, the environmental team undertook site visits to view similar billboards that have digital full motion video as part of the displays. These types of motion displays are illegal in California on the State freeways pursuant to both State and Federal law. To obtain a first-hand impression of the motion digital signs' operation, site visits were made to observe signs located in the vicinity of Century Boulevard and La Cienega Boulevard near the Los Angeles International Airport these particular signs were referenced in a 2020 Federal study and are now illegal. The site visit was undertaken on a weekday afternoon around 4:00 PM. The observations did not yield any meaningful information regarding potential driver distraction related to the digital signs themselves. Nevertheless, extremely heavy volumes of traffic were present and vehicle speeds averaged around 5 mph. In addition, the driver's braking behaviors were more attributed to the heavy traffic and roadway configuration. In conclusion, no parallels could be drawn between the survey results and the local environment where the new digital signs is proposed in Azusa. The new sign in Azusa would not be permitted to utilize motion.

The electronic displays lighting characteristics will be governed by the following mitigation measures related to the sign's illumination:

- The Electronic Display Billboard shall include a photometric sensor that will adjust the intensity of the sign for daytime and nighttime viewing. The nighttime intensity shall be limited to 0.3 foot

[72] Traffic Inj Prev., 2013; 14(5):469-76. doi: 10.1080/15389588.2012.731546. *Effects of Electronic Billboards on Driver Distraction.* Dukic T, Ahlstrom C, Patten C, Kettwich C, Kircher K.

candles (over ambient levels) as measured at a height of five feet above the ground and a distance of 350 feet from the sign. The City may further restrict the intensity of any electronic display billboard.

- The new sign shall not create light or glare effects that intrude into adjacent public rights-of-way or other properties.

- No [electronic] sign shall have blinking or flashing lights, nor lighting that changes periodically or gives the appearance or impression of movement, nor a composition partially or wholly comprised of electronic or other lights, nor contain moving parts or give the impression of movement.

The aforementioned mitigation will reduce the potential impacts to levels that are less than significant.

D. *Would the project result in inadequate emergency access? ● No Impact.*

The proposed project would not impede emergency access to any neighboring properties during construction and operation. The installation of the electronic signs would require the use of drilling rigs for excavation of the dirt and cranes for the placement of the electronic sign. However, the installation would occur within the surface parking lot outside of the public right-of-way. The removal of the old sign would involve the issuance of an encroachment permit from the City though the sign's removal would leave access to the other lanes to facilitate their use by emergency vehicles. *As a result, the impacts would be less than significant.*

MITIGATION MEASURES

While the City's sign ordinance (refer to Section 10.34.090.B) includes provisions that address the use of blinking lights, the following mitigation will be required to lessen the likelihood of driver distraction:

Mitigation Measure No. 1 (Transportation). The Electronic Display Billboard shall include a photometric sensor that will adjust the intensity of the sign for daytime and nighttime viewing. The new sign would have an automatic shut-off if the sign malfunctions. The nighttime intensity shall be limited to 0.3 foot candles (over ambient levels) as measured at a height of five feet above the ground and a distance of 350 feet from the sign. The City may further restrict the intensity of any electronic display billboard.

Mitigation Measure No. 2 (Transportation). The new sign shall not create light or glare effects that intrude into adjacent public rights-of-way or other properties.

Mitigation Measure No. 3 (Transportation). No [electronic] sign shall have blinking or flashing lights, nor lighting that changes periodically or gives the appearance or impression of movement, nor a composition partially or wholly comprised of electronic or other lights, nor contain moving parts or give the impression of movement.

3.18 TRIBAL CULTURAL RESOURCES

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?		✖		
B. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			✖	

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on tribal cultural resources if it results in any of the following:

- The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).
- The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? ● Less than Significant Impact with Mitigation.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. The new sign would be a back-to-back shaped sign with two digital faces. The planned sign face would be a full color LED display, 14-feet by 48-feet on each side, with a height of approximately 101-feet (or 84-feet above the freeway grade). The sign faces would be located on top of an assimilated concrete pedestal. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.[73] A Tribal Resource is defined in Public Resources Code Section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- A resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the Lead Agency shall consider the significance of the resource to a California Native American tribe.
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

The electronic sign would be located within an urbanized area of the City that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The drilling for the electronic signs' footing will be 30-feet and the diameter will be approximately 5.5-feet (i.e. the column diameter would be approximately 4-feet). In addition, the installation sites are not located within areas that are typically associated with habitation sites, foraging areas, ceremonial sites, or burials. However, the entire City of Azusa is located within the cultural area that was formerly occupied by the Gabrieleño-Kizh. Formal Native

[73] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

American consultation was provided in accordance with AB-52 and it was determined that the installation sites are situated in areas of high archaeological significance. Although the installation sites have been subject to disturbance to accommodate the surrounding existing buildings, the following mitigation is required:

- The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the installation sites. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

Adherence to the abovementioned mitigation measure would reduce potential impacts to levels that are less than significant.

B. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the Lead Agency shall consider the significance of the resource to a California Native American tribe. ● Less than Significant Impact.*

As previously mentioned, the electronic signs would be located within an urbanized area of the City that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The drilling for the electronic signs' support footing would be limited to 30-feet and the diameter will be 5.5 feet (i.e. the column diameter would be approximately 4-feet. In addition, the installation site is not located within areas that are typically associated with habitation sites, foraging areas, cere monial sites, or burials. *With the implementation of this mitigation measure provided in the previous subsection, tribal cultural impacts will be reduced to levels that are considered to be less than significant.*

MITIGATION MEASURES

Although the installation site areas have been subject to disturbance to accommodate the surrounding buildings, the installation sites are situated in an area of high archaeological significance. As a result, the following mitigation is required:

Mitigation Measure No. 4 (Tribal Cultural Resources). The project Applicant will be required to obtain the services of a qualified Native American Monitor(s) during construction-related ground disturbance activities. Ground disturbance is defined by the Tribal Representatives from the Gabrieleño Band of Mission Indians, Kizh Nation as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the installation sites. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground-disturbing activities.

3.19 UTILITIES AND SERVICE SYSTEMS

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				✖
B. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				✖
C. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✖
D. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				✖
E. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following:

- The proposed project would require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
- The proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
- The proposed project would result in a determination by the wastewater treatment provider which serves or may serve the proposed project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- The proposed project would generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- The proposed project would negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals.
- The proposed project would comply with Federal, State, and local management and reduction statutes and regulations related to solid waste.

ANALYSIS OF ENVIRONMENTAL IMPACT

A. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? ● No Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.[74]

Due to the nature of the proposed project, the electronic signs will not require water, wastewater treatment, stormwater drainage, natural gas or telecommunication facilities. As previously mentioned in Section 3.6 (Energy), the proposed electronic signs would be constructed pursuant to current electrical codes, including Title 24 of the State Building Code. The installation of the electronic signs would not result in excessive energy consumption because the materials used in the construction of electronic signs are manufactured off-site and each electronic sign will be installed over a two to four-day period, and one week for the pole cover installation. The electronic signs would require electrical connections but will not require the relocation or construction of new or expanded electric power facilities. *As a result, no impacts would result.*

B. *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? ● No Impact.*

The installation and operation of the electronic signs would not involve any uses or activities that would result in the consumption of any water. The installation of the electronic sign would not require the installation of landscaping and therefore will not require water for landscaping. *As a result, no impacts will occur.*

C. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ● No Impact.*

The proposed project would not involve any uses or activities that would result in the generation of wastewater. *As a result, no impacts would occur.*

D. *Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? ● No Impact.*

The proposed project would not involve any uses or activities that would result in the generation of solid

[74] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

waste. *As a result, no impacts would occur.*

E. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? ● No Impact.*

The proposed project would not involve any uses or activities that would result in the generation of solid waste. *As a result, no impacts would occur.*

MITIGATION MEASURES

The analysis of utilities and service systems indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.20 WILDFIRE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?				✖
B. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				✖
C. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				✖
D. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				✖

THRESHOLDS OF SIGNIFICANCE AND METHODOLOGY

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant adverse impact on wildfire risk and hazards if it results in any of the following:

- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, substantially impair an adopted emergency response plan or emergency evacuation plan.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- The proposed project would, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks,

including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan? ● No Impact.*

The proposed project involves the installation and operation of a new electronic display billboard within the City of Azusa. The overall work effort would first involve the removal of an existing older digital sign with inoperable digital displays and a City Logo display. This existing sign, located at 106 South Azusa Avenue on a site that is occupied by a Shell® gas station, a convenience store, and a Del Taco® fast-food restaurant, would first be removed. The Applicant is then proposing to replace this existing inoperable sign with a new digital sign at a new location approximately 640 feet to the east. The proposed installation site is occupied by a surface parking area located next to the Veterans of Foreign Wars (VFW) Post 8070. Both the existing sign and the new sign installation site are located adjacent to the I-210 Freeway.[75] The installation of the electronic sign would require the use of drilling rigs for excavation of the dirt and cranes for the placement of the electronic sign within a surface parking area. Therefore, full street closures will not be required for the installation of Electronic Display Billboard. The removal of the old sign would involve the issuance of an encroachment permit by the City. The contractors would leave access to the other travel lanes for emergency vehicles. Furthermore, the installation sites are located within an urbanized area and no areas prone to wildfires are located near the installation sites. *As a result, no impacts will occur.*

B. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? ● No Impact.*

There is no risk from wildfire within the installation sites or the surrounding area given the distance from any area that may be at risk of a wildfire occurrence. In addition, the electronic sign would not change the nature of their respective installation sites. *As a result, no impacts will occur.*

C. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? ● No Impact.*

The proposed electronic sign would not change the urban character of the installation site. There is no risk from wildfire within the installation sites or the surrounding area given the distance from any area that may be at risk of a wildfire event. *As a result, no impacts will occur.*

[75] Kudco Diversified, Inc. *Site Plan for Bulletin Displays , 250 E. 1st St. Azusa, Ca.* November 15, 2021.

D. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ● No Impact.*

There is no risk from wildfire within the installation site or within the surrounding area given the distance from any area that may be at risk of a wildfire event. In addition, the surrounding area is level. *As a result, no impacts will occur.*

MITIGATION MEASURES

The analysis of wildfires impacts indicated that no impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Areas Examined	Potentially Significant Impact	Less Than Significant Impact With Mitigation	Less Than Significant Impact	No Impact
A. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				✖
B. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)				✖
C. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				✖

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable. The proposed project is relatively small and the attendant environmental impacts will not lead to a cumulatively significant impact on any of the issues analyzed herein.
- The proposed project *will not* have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. As indicated in Section 3.1 through 3.20, the proposed project will not result in any significant unmitigable environmental impacts.

SECTION 4 CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.
- A Mitigation Reporting and Monitoring Program *will be* required.

4.2 MITIGATION MONITORING

In addition, pursuant to Section 21081(a) of the Public Resources Code, findings must be adopted by the decision-maker coincidental to the approval of a Mitigated Negative Declaration, which relates to the Mitigation Monitoring Program. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180 and in compliance with the requirements of the Public Resources Code. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the City of Azusa can make the following additional findings:

- A mitigation monitoring and reporting program will be required; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigation measures adopted as part of the decision-maker's final determination.

Mitigation measures have been recommended as a means to reduce or eliminate potential adverse environmental impacts to insignificant levels. AB-3180 requires that a monitoring and reporting program be adopted for the recommended mitigation measures.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

SECTION 5 REFERENCES

5.1 PREPARERS

Blodgett Baylosis Environmental Planning
2211 South Hacienda Boulevard, Suite 107
Hacienda Heights, CA 91745
(626) 336-0033

Marc Blodgett, Project Principal

5.2 REFERENCES

Bugliarello, et. al., *The Impact of Noise Pollution,* Chapter 127, 1976.

California Department of Conservation, Division of Land Resource Protection, Farmland Mapping, and Monitoring Program. *California Important Farmland Finder*.

California Department of Fish and Wildlife, *Natural Diversity Database*.

California Department of Parks and Recreation, *California Historical Landmarks*.

California Division of Mines and Geology, *Seismic Hazards Mapping Program,* 2012.

California Office of Planning and Research, *California Environmental Quality Act and the CEQA Guidelines*, as amended 2022.

Google Earth.

South Coast Air Quality Management District, *CEQA Air Quality Handbook,* April 1993.

South Coast Air Quality Management District, *2016 Air Quality Management Plan*, March 2017.

United States Department of Agriculture. *Web Soil Survey*.

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK.

MITIGATION MONITORING AND REPORTING PROGRAM

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK

APPENDIX A - AIR QUALITY REPORT

AZUS 002 Detailed Report

Table of Contents

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

AZUS 002 Detailed Report, 8/16/2023

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	AZUS 002
Construction Start Date	1/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	22.4
Location	34.121339016506965, -117.9050641818425
County	Los Angeles-South Coast
City	Azusa
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	5043
EDFZ	7
Electric Utility	Azusa Light & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.17

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Single Family Housing	1.00	Dwelling Unit	0.32	1,950	11,713	—	3.00	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.72	2.58	5.60	7.01	0.01	0.26	0.23	0.44	0.23	0.05	0.25	—	1,313	1,313	0.05	0.01	0.97	1,318
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.45	1.22	11.4	11.2	0.02	0.53	5.41	5.94	0.49	2.59	3.08	—	1,814	1,814	0.07	0.02	0.01	1,821
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.22	0.22	1.82	2.28	< 0.005	0.08	0.04	0.12	0.08	0.02	0.09	—	416	416	0.02	< 0.005	0.02	417
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.04	0.04	0.33	0.42	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.02	—	68.8	68.8	< 0.005	< 0.005	< 0.005	69.1

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.72	2.58	5.60	7.01	0.01	0.26	0.23	0.44	0.23	0.05	0.25	—	1,313	1,313	0.05	0.01	0.97	1,318
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	1.45	1.22	11.4	11.2	0.02	0.53	5.41	5.94	0.49	2.59	3.08	—	1,814	1,814	0.07	0.02	0.01	1,821
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.22	0.22	1.82	2.28	< 0.005	0.08	0.04	0.12	0.08	0.02	0.09	—	416	416	0.02	< 0.005	0.02	417
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.04	0.04	0.33	0.42	< 0.005	0.01	0.01	0.02	0.01	< 0.005	0.02	—	68.8	68.8	< 0.005	< 0.005	< 0.005	69.1

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01	0.05	0.01	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	83.3	83.3	0.01	< 0.005	—	83.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	< 0.005	0.05	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	83.2	83.2	0.01	< 0.005	—	83.5
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.02	0.07	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.64	65.4	66.0	0.01	< 0.005	—	66.4
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	< 0.005	0.01	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.11	10.8	10.9	< 0.005	< 0.005	—	11.0

AZUS 002 Detailed Report, 8/16/2023

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Area	0.01	0.05	0.01	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	18.0	18.0	< 0.005	< 0.005	—	18.1
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	65.3	65.3	< 0.005	< 0.005	—	65.6
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.05	0.01	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	83.3	83.3	0.01	< 0.005	—	83.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Area	< 0.005	0.05	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	17.9	17.9	< 0.005	< 0.005	—	17.9
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	65.3	65.3	< 0.005	< 0.005	—	65.6
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.05	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	83.2	83.2	0.01	< 0.005	—	83.5
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Area	0.02	0.07	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.64	0.10	0.75	< 0.005	< 0.005	—	0.80
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	65.3	65.3	< 0.005	< 0.005	—	65.6
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	0.02	0.07	< 0.005	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.64	65.4	66.0	0.01	< 0.005	—	66.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Area	< 0.005	0.01	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.11	0.02	0.12	< 0.005	< 0.005	—	0.13
Energy	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	10.8	10.8	< 0.005	< 0.005	—	10.9
Waste	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.01	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.11	10.8	10.9	< 0.005	< 0.005	—	11.0

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.16	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
Demolition	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.06	0.64	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	134	134	0.01	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.72	3.72	< 0.005	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.62	0.62	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.3. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	0.50	4.60	5.56	0.01	0.24	—	0.24	0.22	—	0.22	—	858	858	0.03	0.01	—	861
Dust From Material Movement	—	—	—	—	—	—	0.53	0.53	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	—	2.36
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.39	0.39	< 0.005	< 0.005	—	0.39
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.03	0.32	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	66.9	66.9	< 0.005	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.5. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49	—	1,713	1,713	0.07	0.01	—	1,719

Dust From Material Movemen	—	—	—	—	—	—	5.31	5.31	—	2.57	2.57	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	9.39	9.39	< 0.005	< 0.005	—	9.42
Dust From Material Movemen	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.55	1.55	< 0.005	< 0.005	—	1.56
Dust From Material Movemen	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.48	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	100	100	< 0.005	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.56	0.56	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.09	0.09	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.7. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.18	0.15	1.53	1.91	< 0.005	0.07	—	0.07	0.06	—	0.06	—	357	357	0.01	< 0.005	—	359
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.28	0.35	< 0.005	0.01	—	0.01	0.01	—	0.01	—	59.2	59.2	< 0.005	< 0.005	—	59.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	5.08	5.08	< 0.005	< 0.005	0.02	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.45	3.45	< 0.005	< 0.005	0.01	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.82	4.82	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.45	3.45	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.34	1.34	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.95	0.95	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.22	0.22	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.16	0.16	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.9. Paving (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.63	0.53	4.52	5.32	0.01	0.21	—	0.21	0.19	—	0.19	—	823	823	0.03	0.01	—	826
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	—	1.87
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.09	0.08	0.08	1.32	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	247	247	0.01	0.01	0.97	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.26	3.26	< 0.005	< 0.005	0.01	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.54	0.54	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.11. Architectural Coating (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.14	0.91	1.15	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	2.44	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.02	1.02	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.01	0.01	< 0.005	< 0.005	< 0.005	—

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	65.3	65.3	< 0.005	< 0.005	—	65.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	65.3	65.3	< 0.005	< 0.005	—	65.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	65.3	65.3	< 0.005	< 0.005	—	65.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	65.3	65.3	< 0.005	< 0.005	—	65.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	10.8	10.8	< 0.005	< 0.005	—	10.9
Total	—	—	—	—	—	—	—	—	—	—	—	—	10.8	10.8	< 0.005	< 0.005	—	10.9

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	17.9	17.9	< 0.005	< 0.005	—	17.9
Consumer Products	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.15	0.15	< 0.005	< 0.005	—	0.15
Total	0.01	0.05	0.01	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	18.0	18.0	< 0.005	< 0.005	—	18.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	17.9	17.9	< 0.005	< 0.005	—	17.9
Consumer Products	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	< 0.005	0.05	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.00	17.9	17.9	< 0.005	< 0.005	—	17.9
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.11	0.00	0.11	< 0.005	< 0.005	—	0.12

Consum Products	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.02	0.02	< 0.005	< 0.005	—	0.02
Total	< 0.005	0.01	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	0.11	0.02	0.12	< 0.005	< 0.005	—	0.13

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	1/1/2024	1/15/2024	5.00	10.0	—
Site Preparation	Site Preparation	1/16/2024	1/17/2024	5.00	1.00	—
Grading	Grading	1/18/2024	1/20/2024	5.00	2.00	—
Building Construction	Building Construction	1/21/2024	6/9/2024	5.00	100	—
Paving	Paving	6/10/2024	6/17/2024	5.00	5.00	—
Architectural Coating	Architectural Coating	6/18/2024	6/25/2024	5.00	5.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41

Site Preparation	Tractors/Loaders/Backh	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backh oes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backh oes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backh oes	Diesel	Average	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT

Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	0.36	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	0.11	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.07	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	3,949	1,316	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	—	—
Site Preparation	—	—	0.50	0.00	—
Grading	—	—	1.50	0.00	—
Paving	0.00	0.00	0.00	0.00	0.01

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Single Family Housing	0.01	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	453	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Total all Land Uses	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	1
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	0
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
3948.75	1,316	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	52,560	453	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	23.4	annual days of extreme heat
Extreme Precipitation	6.20	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	3	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	82.5
AQ-PM	63.3
AQ-DPM	53.8
Drinking Water	37.9
Lead Risk Housing	88.3
Pesticides	0.00
Toxic Releases	69.6
Traffic	88.3
Effect Indicators	—
CleanUp Sites	17.1
Groundwater	7.29
Haz Waste Facilities/Generators	37.7
Impaired Water Bodies	0.00
Solid Waste	0.00
Sensitive Population	—
Asthma	79.8
Cardio-vascular	76.3

Low Birth Weights	7.17
Socioeconomic Factor Indicators	—
Education	53.9
Housing	78.5
Linguistic	64.8
Poverty	48.4
Unemployment	29.4

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	57.46182471
Employed	70.51199795
Median HI	44.41165148
Education	—
Bachelor's or higher	13.35814192
High school enrollment	100
Preschool enrollment	70.64031823
Transportation	—
Auto Access	57.21801617
Active commuting	62.29949955
Social	—
2-parent households	27.13974079
Voting	33.05530604
Neighborhood	—
Alcohol availability	32.60618504

Park access	59.09149236
Retail density	89.68304889
Supermarket access	94.25125112
Tree canopy	23.82907738
Housing	—
Homeownership	62.4534839
Housing habitability	32.09290389
Low-inc homeowner severe housing cost burden	6.698319004
Low-inc renter severe housing cost burden	48.73604517
Uncrowded housing	27.38354934
Health Outcomes	—
Insured adults	29.96278712
Arthritis	0.0
Asthma ER Admissions	24.1
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	52.9
Cognitively Disabled	62.4
Physically Disabled	84.3
Heart Attack ER Admissions	34.9
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0

Pedestrian Injuries	74.2
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	11.7
Elderly	59.3
English Speaking	36.2
Foreign-born	60.5
Outdoor Workers	35.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	49.6
Traffic Density	92.9
Traffic Access	23.0
Other Indices	—
Hardship	59.1
Other Decision Support	—
2016 Voting	32.2

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	60.0

Healthy Places Index Score for Project Location (b)	50.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Operations: Hearths	Digital Sign
Operations: Landscape Equipment	Digital
Operations: Energy Use	Azusa Digital Sign
Operations: Water and Waste Water	Digital Sign
Operations: Solid Waste	Digital Sign
Operations: Refrigerants	Digital Sign

THIS PAGE HAS BEEN INTENTIONALLY LEFT BLANK