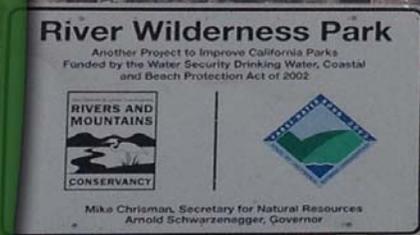
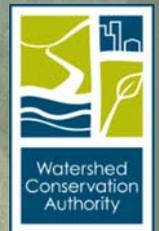


Programmatic Initial Study and Draft Mitigated Negative Declaration

Canyon Inn Supplement to the River Wilderness Park Master Plan



Lead Agency:



Watershed Conservation Authority
100 Old San Gabriel Canyon Road
Azusa, CA 91702

December 2015



ECORP Consulting, Inc.
ENVIRONMENTAL CONSULTANTS

**DRAFT PROGRAM MITIGATED NEGATIVE DECLARATION
CANYON INN SUPPLEMENT TO THE RIVER WILDERNESS PARK MASTER PLAN**

Lead Agency: Watershed Conservation Authority

Project Proponent: Watershed Conservation Authority

Project Description: The WCA is proposing to complete the proposed objectives of the Canyon Inn Master Plan (Proposed Project) in three phases through 2028. Implementation of the Master Plan is dependent on acquiring the necessary funds to design and construct an individual or group of project elements. Sufficient detail is known about the projects to be implemented beginning in 2017 so that these projects can be discussed in detail at the Project IS/MND level. However, details of projects that would be implemented in the later stages become speculative in terms of timing and design. These projects are discussed at the Program IS/MND level.

Elements from Phase I, and all of the project components of Phases II and III, are known collectively as the Entry Improvements Projects. The Entry Improvements Projects have a funding plan for construction scheduled to begin in 2017 and are analyzed at a Project level. These components are described in more detail below. The remaining elements of Phase I: Bike Path Underpass, Western Bank, Point Bar, The Triangle, and Azusa Springs, though part of Phase I, would be constructed at a later date. These projects are known collectively as Future Projects, and are analyzed at a Program level. Additional information on these elements is provided below. Subsequent California Environmental Quality Act (CEQA) review would be required when the remaining elements are scheduled for development.

The Entry Improvements Project Area is located south of the San Gabriel River between the El Encanto parking lot and State Route 39 (SR-39). The following Entry Improvements Projects elements would improve the entry to the Canyon Inn Property within the River Wilderness Park by:

- Constructing a roundabout to slow down vehicular travel along SR-39 at the entry to the Park at Old San Gabriel Canyon Road.
- Extending the San Gabriel River Bike Trail from its northern terminus along the west side of SR-39, across SR-39, and into the Park (originally planned as an alternative to extend to and under the SR-39 bridge).
- Installing water and sewer utility lines from the connection point at Mountain Laurel Way, along SR-39 to the realigned and improved Old San Gabriel Canyon Road.
- Undergrounding existing overhead electric utility lines and communications lines within the realigned and improved Old San Gabriel Canyon Road and within the project area.
- Constructing the following park amenities within the Canyon Inn Property:
 - Entry Gateway;
 - Park Signage;
 - Café/Office/Information Building;
 - Restrooms;
 - Pavilion;
 - Loop Nature Trail;
 - Bicycle Rest Stop;
 - Roundabout;
 - River Overlooks;
 - Shady Grove Picnic Facility; and
 - Adventure Play Area.

Programmatic Initial Study and Draft Mitigated Negative Declaration
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- Grading drainage improvements and vegetated swales.
- Landscape plantings and irrigation system.
- Realignment and improvement of approximately 900 feet of Old San Gabriel Canyon Road from SR-39 at the River Wilderness Park entry to the property boundary between Canyon Inn and El Encanto.
- Reconfiguring existing parking to accommodate park improvements.

The existing abandoned septic tank located approximately where the Café/Office/Information building would be abandoned and removed per current guidelines. New sewer utility lines would be installed to serve the park.

The project elements located north of the San Gabriel River, identified as Future Projects, do not have a detailed capital funding strategy at this time and implementation timing and design are speculative. Therefore, these elements will be analyzed at a Program level. Once more project detail is known and the projects receive funding and further design, they will undergo separate CEQA review. A brief description of Future Projects elements is included below.

- **Western Bank**
 - Nature Trail
 - River Outlook
 - Habitat Restoration
 - Interpretive Sign
- **Point Bar**
 - Nature Trail
 - Habitat Restoration
 - River View Bench
- **Azusa Springs**
 - Tent Camping (by permit)
 - Nature Trail
 - Habitat Restoration
 - Interpretive Installations
- **The Triangle**
 - Habitat Restoration

Public Review Period: December 2, 2015 to January 7, 2015

Mitigation Measures Incorporated into the Project to Avoid Significant Effects:

Air Quality

Mitigation Measure

AQ-1: During construction activity, all construction equipment (≥ 150 horsepower) shall be California Air Resources Board (CARB) Tier 3 certified or better. Additionally, during grading activity, total horsepower-hours per day for all equipment shall not exceed 14,864 horsepower-hours per day and the maximum disturbance (actively graded area) shall not exceed 4 acres per day.

Biological Resources

Mitigation Measures

B-1: To ensure compliance with Migratory Bird Treaty Act (MBTA) and Section 3503.5 of the California Fish and Game Code, and to avoid any potential impacts to special-status bird species that may occur in the project vicinity, construction activities shall be conducted outside the bird nesting bird season (March 15 to September 15) to avoid any potential disturbance of avian breeding activities. If vegetation removal, clearing, and/or grading for the Proposed Project (i.e. impacting ornamental vegetation) is conducted during the bird nesting season (March 15 to September 15), then construction will be limited in the vicinity of any active nests per the recommendations of a qualified biologist. Three days prior to the onset of construction activities, a qualified biologist shall survey disturbance for the presence of any active bird nests within the limits of the project. If no active nests are found, no further mitigation would be required. However, any active nest found during survey efforts shall be mapped on the construction plans, and an appropriate buffer area (typically 200 feet in every direction) shall be established around any active nest. Encroachment into the buffer area shall only be allowed if the proposed activity shall not disturb the nest occupants. Construction within the buffer area may resume after a qualified biologist has determined that fledglings have left the nest.

B-2: If construction will occur between April and August, then protocol surveys for least Bell's vireo and southwestern willow flycatcher shall take place prior to project commencement. Protocol surveys for the least Bell's vireo entail eight surveys, spaced 10 days apart, from April 10 through July 31. Protocol surveys for the southwestern willow flycatcher entail five surveys, with one survey from May 15 through May 31, two surveys from June 1 through June 24, and two surveys from June 24 through July 17. For initiation of any regulatory permitting process for either of these species, protocol surveys would be necessary.

Mitigation for impacts (direct or indirect) will be determined during the permitting process with the regulatory agencies. If potential (direct or indirect) impacts to southwestern willow flycatcher and least Bell's vireo are identified during construction of the project, Section 7 consultation under the Endangered Species Act (ESA) with the United States Fish and Wildlife Service (USFWS) will determine appropriate mitigation. Mitigation measures may include avoidance of impacts during the breeding season (seasonal work restrictions), implementation of construction noise and dust minimization measures, or biological monitoring.

B-3: Prior to the construction of any phase or component of the project that involves impacting drainages, or wetlands through filling, stockpiling, conversion to a storm drain, channelization, bank stabilization, road or utility line crossings, or any other modification to a jurisdictional drainage, a jurisdictional delineation shall be conducted. Any jurisdictional impacts would require permits from the U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), and Los Angeles Region Regional Water Quality Control Board (RWQCB) before any development could commence. Project specific mitigation for impacts to features jurisdictional to state and federal agencies will be determined during the wetland permitting process. Mitigation could include land conservation and management in perpetuity, on-site habitat enhancement and restoration, payment of in-lieu fees to authorized conservation organizations, or a combination of these measures.

Cultural Resources

Mitigation Measures

- CR-1:** If archaeological resources are encountered during grading, construction activities in the area of the find shall be immediately suspended and the resource left in place until a qualified archaeologist can examine it and determine appropriate mitigation measures in accordance with the provisions of CEQA Section 15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures.
- CR-2:** If paleontological resources are encountered during grading, construction activities in the area of the find shall be immediately suspended, the resource must be left in place until a qualified paleontologist can examine it and determine appropriate mitigation measures.
- CR-3:** If human remains are encountered during grading, construction activities in the area of the find must be immediately halted and the Los Angeles County coroner must be notified within 24 hours of the discovery (California Health and Safety Code §7050.5). If the coroner determines that the remains are not recent, the coroner shall notify the Native American Heritage Commission (NAHC) for consultation (Public Resources Code §5097.98). The NAHC will designate a Most Likely Descendant who will make recommendations concerning reassignment of the remains in consultation with the lead agency and Project Archaeologist.

Hazards and Hazardous Materials

Mitigation Measures

- HAZ-1:** The WCA shall implement the following fire prevention measures during construction and operation, as applicable:
- Prevent the establishment or control invasive plant species that can increase the risk of fire;
 - Prohibit smoking within the park;
 - Prohibit all persons from lighting or maintaining fire of any kind, unless permit has been issued by the Watershed Conservation Authority;
 - Prohibit the use of powered hobby motors and rockets that utilize a combustive fuel or rocket motor;
 - Prohibit the use of power tools during periods of high and very high fire hazards;
 - Limit public use of the park on red flag or high fire risk days, as determined by the National Weather Service or any other governmental agency;
 - Limit driving on undeveloped areas to maintenance and emergency vehicles;
 - During periods of high and very high fire hazard, prohibit the driving of maintenance vehicles into undeveloped areas of the property except for emergencies.

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Acronyms and Abbreviations

AQMP	Air Quality Management Plan
AUSD	Azusa Unified School District
BACM	Best Available Control Measures
BMP	Best Management Practice
CARB	California Air Resources Board
CBC	California Building Code
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CRHR	California Register of Historical Resources
CWA	Clean Water Act
DTSC	Department of Toxic Substances Control
ESA	Endangered Species Act
GHG	Greenhouse Gas
LACDPW	Los Angeles Department of Public Works
LACFCD	Los Angeles County Flood Control District
LACFD	Los Angeles County Fire Department
MBTA	Migratory Bird Treaty Act
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
NAHC	Native American Heritage Commission
NO₂	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
PCE	Primary Constituent Elements
RMC	Rivers & Mountains Conservancy
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Archeological Information Center
SGVMWD	San Gabriel Valley Municipal Water District
SO₂	sulfur dioxide
SR	State Route
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
USACE	United States Army Corps of Engineers
USFS	United States Forest Service
USFWS	United State Fish and Wildlife Service
USGS	United States Geological Survey
VHFHSZ	Very High Fire Hazard Severity Zone
WCA	Watershed Conservation Authority

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SECTION 1. BACKGROUND

1.1 Summary

Project Title:	Canyon Inn Supplement to the River Wilderness Park Master Plan
Lead Agency Name and Address:	Watershed Conservation Authority 100 Old San Gabriel Canyon Road Azusa, CA 91702
Contact Person and Phone Number:	Rob Romanek (626) 815-1019 ext. 108
Project Location:	River Wilderness Park 100 Old San Gabriel Canyon Road Azusa, CA 91702
General Plan Designation:	Natural Open Space/ River/ Mountain
Zoning:	Open Space (OS)

1.2 Introduction

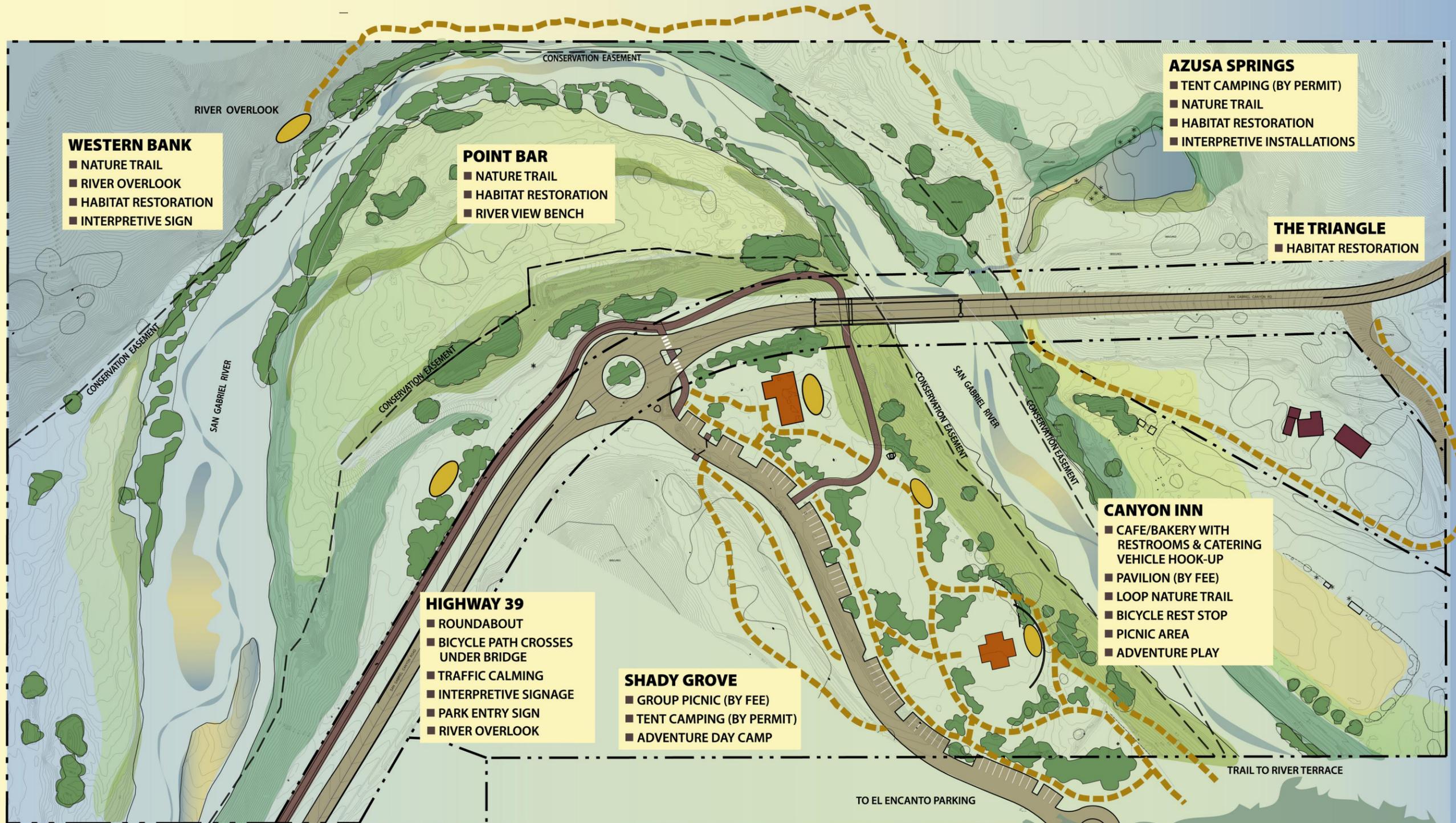
The River Wilderness Park is located in the northern portion of the City of Azusa (City), California (Figure 1). The River Wilderness Park is a joint development between the City and the Watershed Conservation Authority (WCA). The WCA is a joint powers entity of the San Gabriel and Lower Los Angeles Rivers & Mountains Conservancy (RMC) and the Los Angeles County Flood Control District (LACFCD). The intent of this partnership is to expand and improve the open space and recreational opportunities along the San Gabriel and Lower Los Angeles Rivers watersheds. For the purposes of this Initial Study/Mitigated Negative Declaration (IS/MND), the WCA is the CEQA Lead Agency and the City is a Responsible Agency. Other agencies may also use this IS/MND to issue permits or make decisions. These agencies, and the expected permits or approvals, are listed in Section 2.5 of this IS/MND.

The River Wilderness Park is envisioned as a large park consisting of several properties including the El Encanto and Canyon Inn Properties. In 2007, the WCA adopted a Master Plan and IS/MND for the El Encanto Property as the first piece of the River Wilderness Park in the lower San Gabriel River Canyon. In 2008, the WCA purchased the neighboring 26-acre Canyon Inn Property, formerly referred to as the Cool Springs Property, bringing the total River Wilderness Park site to approximately 68 acres. In 2012, the WCA prepared the Canyon Inn Site Programming, Planning, and Concept Report (Proposed Project) to include improvements within the Canyon Inn Property (project site) which is the subject of this IS/MND.

Programmatic Initial Study and Draft Mitigated Negative Declaration
Canyon Inn Supplement to the River Wilderness Park Master Plan

The WCA developed a public outreach program to obtain direction and guidance for the Canyon Inn Master Plan from the public and interested agencies. Stakeholders were engaged in one-on-one discussions and two workshops, and a field trip was held to gain insight into opportunities, constraints, and public opinions. A Steering Committee was assembled, which consisted of public agencies with interests in the site and stakeholders. Agencies involved included the WCA, City of Azusa, U.S. Forest Service (USFS), U.S. Army Corps of Engineers (USACE), California Department of Transportation (Caltrans) District 7, California Department of Fish and Wildlife (CDFW), and the Los Angeles County Department of Public Works (LACDPW). Input from the public meetings, the stakeholder workshops, and three Steering Committee meetings guided the design of the Canyon Inn Property final design (Figure 2).

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BlueGreen
CONSULTING

Withers
Sandgren
Landscape
Architecture

WATERSHED CONSERVATION AUTHORITY

CANYON INN SITE PLAN

RIVER WILDERNESS PARK

Figure 2. Canyon Inn Site Plan

2014-139 Canyon Inn Supplement to the River Wilderness Park Master Plan

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1.3 Purpose and Use of the Programmatic IS/MND

This IS/MND identifies and evaluates the potential environmental impacts associated with the implementation of the Master Plan for the Canyon Inn Property within River Wilderness Park. This IS/MND was prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000-21177) and the Guidelines for the Implementation of CEQA (California Administrative Code §§ 15000 et seq).

CEQA requires that the potential environmental impacts of a project be identified and that mitigation measures be recommended that may reduce significant impacts. CEQA requires the Lead Agency, in this case the WCA, to consider the information contained in the IS/MND prior to taking any discretionary action. This IS/MND may also be used by other public agencies that must take discretionary actions related to the Proposed Project. A list of agencies that may use this IS/MND is provided in Section 2.5 of this IS/MND.

The IS/MND for the Canyon Inn Master Plan is a combined Project and Program IS/MND. A Project IS/MND examines the environmental effects of a specific development project, while a Program IS/MND is prepared on a series of actions that can be characterized as one large project and are related either geographically, as logical parts in the chain of contemplated actions, in connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program...." (CEQA Guidelines Section 15168).

Implementation of the Master Plan would take approximately 15 years. Sufficient detail is known about the projects to be implemented beginning in 2017 so that these projects can be discussed in detail at the Project IS/MND level. However, details of projects that would be implemented in the later stages become speculative in terms of timing and design. These projects are discussed at the Program IS/MND level. Under CEQA, these future projects may rely on the Program IS/MND as the base environmental document for environmental review. Prior to implementation, when greater detail is known, these subsequent projects must go through another CEQA review process. They will be examined in light of the Program IS/MND to determine whether an additional environmental document must be prepared. If the Lead Agency finds that the subsequent activity would not result in new effects or require new mitigation measures, the Lead Agency can approve the activity as being within the scope of the project covered by the Program IS/MND and no new environmental document would be required (CEQA Guidelines Section 15168).

1.4 Surrounding Land Uses/Environmental Setting

The River Wilderness Park is located in the northern portion of the City of Azusa (City), California (Figure 1). The park follows the San Gabriel River from the border of the Angeles National Forest and San Gabriel Mountains National Monument south to the Mountain Cove residential development. The Proposed Project is located in the Canyon Inn Property, within the River Wilderness Park, adjacent to the San Gabriel River (see photo below). The project site is at the northernmost point of the San Gabriel River Bike Path and the Emerald Necklace, a network of rivers, trails, and green space spanning the San Gabriel Valley. The project site runs along San Gabriel Canyon Road (State Route 39) and Old San Gabriel Canyon Road (Figure 2). The project site and surrounding area are designated as Natural Open Space/River/Mountain by the City of Azusa General Plan and zoned as Open Space (OS) (City of Azusa 2004; City of Azusa 2005).

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Canyon Inn Supplement to the River Wilderness Park Master Plan



Source: WCA 2012

1.5 Incorporation by Reference

An IS/MND may incorporate portions or all of any publicly available document by reference (CEQA Guidelines Section 15150). The following documents are available for review at the Watershed Conservation Authority, 100 North Old San Gabriel Canyon Road, Azusa, CA 91702, during business hours and are hereby incorporated by reference into this IS/MND:

- *River Wilderness Park Canyon Inn Site Programming, Planning, and Concept Report;*
- *River Wilderness Park "El Encanto" Programming, Planning & Concept Report;*
- *El Encanto Azusa River Wilderness Park Master Plan IS/MND; and*
- *City of Azusa General Plan.*

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SECTION 2. PROJECT DESCRIPTION

2.1 Project Background

The River Wilderness Park (Park) is an approximately 68-acre park along State Route 39 (SR-39) and the San Gabriel River on the northern boundary of the City of Azusa. The Park consists of several parcels acquired or managed by the WCA through agreements with the Rivers and Mountains Conservancy (RMC) and the City of Azusa. The Park area consists of three separate parcels (El Encanto Property, Taylor Property, and Canyon Inn Property). These parcels were acquired with the overall goal of developing them into a park resource that would help enhance flood protection, water supply, natural habitat, recreation, open space, and economic development.

The approximately 26-acre Canyon Inn Property (project site) was acquired by the WCA in November 2008 with the intent to develop it as part of the River Wilderness Park. The project site would be developed in three phases as the Canyon Inn Master Plan (Proposed Project) with the intent to restore natural habitat and increase connectivity to and from the Angeles National Forest, San Gabriel Mountains National Monument, the River Wilderness Park, and other open spaces, trails, parks, and river parkways. The Proposed Project outlines all park improvements in three phases through 2028 as described in Section 2.2 below.

2.2 Project Phasing

The WCA is proposing to complete the proposed objectives of the Proposed Project in three phases through 2028. The phasing of the Proposed Project is dependent on acquiring the necessary funds to design and construct an individual or group of project elements. As such, projects proposed in later phases (such as Phases II and III) can move forward first, including projects from the El Encanto Master Plan. In this IS/MND elements from Phase I, and all of the project components of Phases II and III, a funding plan and will be analyzed at a Project level as described in Section 1.3. These components are described in more detail in Section 2.3, and are known collectively as the Entry Improvements Projects. The remaining elements of Phase I: Bike Path Underpass, Western Bank, Point Bar, The Triangle, and Azusa Springs, though part of Phase I, would be constructed at a later date and therefore analyzed at a Program level as described in Section 1.3. These projects are known collectively as Future Projects. Additional information on these elements is provided in Section 2.4. Subsequent CEQA review would be required when the remaining elements are scheduled for development. The Phasing Plan from the Canyon Inn Master Plan is described below and shown in Figure 2.

2.2.1 Phase I

Phase I improvements include entry gateway and park signage as follows:

- ◆ Bike Path Underpass;
- ◆ Reconfigure Existing Parking;
- ◆ Entry Gateway;
- ◆ Signage;
- ◆ Trail Improvements;
- ◆ River Overlooks;
- ◆ Shady Grove Group Picnic Facility;
- ◆ Grading Drainage Improvements;
- ◆ Landscape Plantings;

- ◆ Western Bank;
- ◆ Point Bar;
- ◆ The Triangle; and
- ◆ Azusa Springs.

2.2.2 Phase II

Phase II improvements include the construction of a multi-use pavilion, new restroom, realignment of Old San Gabriel Canyon Road, and incorporated parking along the north side of Old San Gabriel Canyon Road. Individual project elements include:

- ◆ Special Use Pavilion;
- ◆ Restroom Structure;
- ◆ Utility Infrastructure;
- ◆ Realignment Old San Gabriel Canyon Road; and
- ◆ Completion of Shady Grove.

2.2.3 Phase III

Phase III improvements include traffic calming features and a roundabout along SR-39 and a concession facility. Individual project elements include:

- ◆ Concession Structure; and
- ◆ Roundabout and Traffic Calming.

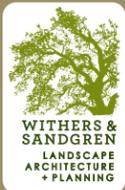
2.3 Entry Improvements Projects

As discussed in Sections 1.3 and 2.2, the Entry Improvements Projects will be analyzed at a Project level in this IS/MND. The different project elements, including portions of Phase I, and all of Phases II and III, are described below. The Entry Improvements Project area is located south of the San Gabriel River between the El Encanto parking lot and SR-39 (Figure 3). The following project elements would improve the entry to the Canyon Inn Property within the River Wilderness Park by:

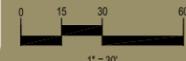
- Constructing a roundabout to slow down vehicular travel along SR-39 at the entry to the Park at Old San Gabriel Canyon Road.
- Extending the San Gabriel River Bike Trail from its northern terminus along the west side of SR-39, across SR-39, and into the Park (originally planned as an alternative to extend to and under the SR-39 bridge).
- Installing water and sewer utility lines from the connection point at Mountain Laurel Way, along SR-39 to the realigned and improved Old San Gabriel Canyon Road.
- Undergrounding existing overhead electric utility lines and communications lines within the realigned and improved Old San Gabriel Canyon Road and within the project area.
- Constructing the following park amenities within the Canyon Inn Property:
 - Entry Gateway;
 - Park Signage;
 - Café/Office/Information Building;
 - Restrooms;
 - Pavilion;
 - Loop Nature Trail;
 - Bicycle Rest Stop;
 - Roundabout;
 - River Overlooks;
 - Shady Grove Picnic Facility; and
 - Adventure Play Area.



2015.04.20



- EXTENDED BICYCLE PATH
- MONUMENT SIGN
- CLUSTERED PARKING
- INTERPRETIVE TRAIL
- ROUNDABOUT
- REALIGNED ROADWAY
- ENTRY GATE
- GROUP PICNICKING & TENT CAMPING (BY PERMIT)



RIVER WILDERNESS PARK ENTRY IMPROVEMENTS

Figure 3. River Wilderness Park Entry Improvements
2014-139 Canyon Inn Supplement to the River Wilderness Park Master Plan

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- Grading drainage improvements and vegetated swales.
- Landscape plantings and irrigation system.
- Realignment and improvement of approximately 900 feet of Old San Gabriel Canyon Road from SR-39 at the River Wilderness Park entry to the property boundary between Canyon Inn and El Encanto.
- Reconfiguring existing parking to accommodate park improvements.

The existing abandoned septic tank located approximately where the Café/Office/Information building would be abandoned and removed per current guidelines. New sewer utility lines would be installed to serve the park.

2.4 Future Projects

The project elements located north of the San Gabriel River, identified on Figure 2 as the Western Bank, Point Bar, Azusa Springs, and the Triangle, have not been funded at this time and implementation timing and design are speculative. Therefore, these elements will be analyzed at a Program level, as described in Section 1.3. As stated in Section 2.2, once more project detail is known and the projects receive funding and further design, they will undergo separate CEQA review. A brief description of these project elements is included below.

- **Western Bank**
 - Nature Trail
 - River Outlook
 - Habitat Restoration
 - Interpretive Sign
- **Point Bar**
 - Nature Trail
 - Habitat Restoration
 - River View Bench
- **Azusa Springs**
 - Tent Camping (by permit)
 - Nature Trail
 - Habitat Restoration
 - Interpretive Installations
- **The Triangle**
 - Habitat Restoration

2.5 Regulatory Requirements, Permits, and Approvals

It is anticipated that implementation of the Proposed Project would require discretionary approvals and permits from several agencies. A list of the anticipated agency approvals required to implement the Proposed Project is provided below.

- WCA (improvement approvals);
- USACE (Clean Water Act Section 404 Permit);
- RWQCB, Los Angeles Region (Clean Water Act Section 401 Permit);
- CDFW (Streambed Alteration Agreement);

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- U.S. Fish and Wildlife Service (USFWS) (Section 7 Consultation under the Endangered Species Act)
- City of Azusa (land use entitlement, building and grading permits, tree preservation, and water line connection);
- Caltrans District 7 (roundabout approvals);
- Los Angeles County Sanitation District (extension of sewer line);
- USFS; and
- Los Angeles County Fire Department.

The types of actions that these agencies, as well as other agencies not included on this list, may take in connection with this IS/MND include, but may not be limited to:

- Approve, adopt, or amend applicable plans, policies, or programs;
- Make findings of consistency;
- Approve and issue permits;
- Approve agreements;
- Provide authorization and approval of funding; and
- Provide service.

SECTION 3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED AND DETERMINATION

Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

Determination

On the basis of this initial evaluation:

I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the 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 Project, nothing further is required.



NAME: Rob Romanek

12/01/15

Date

TITLE: Project Manager / Acting Environmental Coordinator

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SECTION 4. ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 Aesthetics

4.1.1 Environmental Setting

Regional Setting

The City of Azusa encompasses 5,544 acres within the County of Los Angeles. The City of Azusa is bounded by the San Gabriel Mountains National Monument to the north, the cities of Irwindale and Duarte to the west, the City of Covina to the south, and the City of Glendora to the east (City of Azusa 2004).

State Scenic Highways

The California Scenic Highway Program protects and enhances the scenic beauty of California's highways and adjacent corridors. A highway can be designated as scenic based on how much natural beauty can be seen by users of the highway, the quality of the scenic landscape, and if development impacts the enjoyment of the view. The project site is located approximately 2.75 miles north of State Route 210 (SR-210), along SR-39. SR-39 is an eligible state scenic highway but not officially designated (Caltrans 2014).

Visual Setting

The Proposed Project is located just south of the Angeles National Forest/San Gabriel Mountains National Monument, along the northern boundary of the City of Azusa. This area is characterized by its back drop mountain scenery and the San Gabriel River. The Proposed Project is surrounded by property zoned as Open Space by the City of Azusa with Low Density Residential land use zones within close proximity to the west and southwest. Access to the project is provided by SR-39 and Old San Gabriel Canyon Road.

Visual Character of the Entry Improvements Project Area

The Entry Improvements Project area currently consists of a dirt lot, paved parking area, and native and nonnative vegetation. The site is bounded by Old San Gabriel Canyon Road to the south and SR-39 to the west. The City of Azusa General Plan Natural Environment Element does not provide a scenic designation for the Entry Improvements Project area, but does encourage the protection and enhancement of sensitive development areas that possess scenic, environmental, historic, and cultural value (City of Azusa 2004). The scenic views offered by the San Gabriel Mountains National Monument are considered regionally significant.

4.1.2 Aesthetics (I.) Environmental Checklist and Discussion

a) Would the project have a substantial adverse effect on a scenic vista?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is surrounded by the San Gabriel River and the foothills of the San Gabriel Mountains National Monument. The objective of the Proposed Project is to enhance and restore the natural character of the site through design and incorporation of the area’s natural features. This objective would be accomplished by incorporating design guidelines and construction features that would maintain and enhance the mountainous character of the site, while improving accessibility to the area. The Proposed Project proposes improvements within eight distinct areas of the project site: the Western Bank, Point Bar, Azusa Springs, Triangle, SR-39, Shady Grove, Canyon Inn, and the San Gabriel River Bike Path.

Entry Improvements Projects

The Entry Improvements Projects would incorporate multiple components of the Proposed Project to the Entry Improvements Project area, focusing on extending the San Gabriel River Bike Path and providing access through a safe crossing into the River Wilderness Park. The Entry Improvements Projects would include the construction of a special use pavilion, restroom structure, utility infrastructure, realignment of Old San Gabriel Canyon Road, completion of the Shady Grove Picnic Area, a concession facility, a roundabout with traffic calming features, signage, river outlooks, and habitat restoration. These components would incorporate design guidelines that would be consistent with the natural features of the project site. It is anticipated that during construction the site would be temporarily affected by construction activities. Residents, visitors, and construction workers would have temporary views of construction activities. Construction activities would cease at project completion. The Entry Improvements Projects would have a long-term beneficial impact to the visual character of the site. A less than significant impact would occur.

Future Projects

The project elements located north of the San Gabriel River and identified within the Canyon Inn Master Plan as the Western Bank, Point Bar, Azusa Springs, and the Triangle would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These project elements are not anticipated to affect the viewshed or scenic vista of the site. Similar to the Entry Improvements Projects, the Future Projects would have a long-term beneficial impact to the visual character of the site. A less than significant impact would occur.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is located approximately 2.75 miles north of SR-210, along and east of SR-39. According to the California Scenic Highway Program, SR-39 is an eligible scenic highway but not officially designated (Caltrans 2014). Therefore, there are no officially designated state scenic highways in the vicinity of the project site (Caltrans 2014).

Entry Improvements Projects

The Entry Improvements Projects are located south of the San Gabriel River between the El Encanto parking lot and SR-39. Portions of the Entry Improvements Projects are within the viewshed of SR-39. To the extent feasible, on-site trees would be retained. The Entry Improvements Projects proposed by the Canyon Inn Master Plan would enhance the existing character of the site and provide access to other scenic views of the San Gabriel River and San Gabriel Mountains National Monument. Construction activities associated with the Entry Improvements Projects would be visible from the eligible state scenic highway (SR-39), but would be short term and stop at project completion. The Entry Improvements Projects would have a beneficial impact to the scenic quality of views of the site from SR-39. Impacts would be less than significant.

Future Projects

The project elements located north of the San Gabriel River and SR-39 would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These project elements would enhance current site conditions and would not substantially damage scenic resources in their vicinity. The proposed river overlooks and river view bench elements are low-profile in construction and would have a beneficial impact to the scenic quality of the site as viewed from SR-39. Impacts would be less than significant.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is surrounded by the San Gabriel River to the north, the foothills of the San Gabriel Mountains just south of the Angeles National Forest / San Gabriel Mountains National Monument boundary to the south, SR-39 to the west, and the continuance of Old San Gabriel Canyon Road to the east. As described in the response to question 4.1.2 (a), the Proposed Project’s improvements as part of the River Wilderness Park, would have a long-term beneficial effect on the visual character and quality of the site by incorporating compatible design guidelines for all new structures and park improvements. These design measures would highlight the surrounding natural features.

Entry Improvements Projects

The Entry Improvements Projects would include the construction of features such as natural feature overlooks, a native tree and plant palette for landscaping, and design guidelines that would maintain and highlight the natural features of the surrounding area. Additionally, the Entry Improvements Projects would remove the majority of existing above ground electrical poles replacing them with underground utility lines; this would enhance the visual character of the site and would not substantially degrade the visual character or quality of its surroundings. No impact would occur.

Future Projects

The project elements located north of the San Gabriel River consisting of improvements to the Western Bank, Point Bar, Azusa Springs, and Triangle areas of the project site would be designed to assimilate to the natural surrounding feature of the site. Habitat restoration is part of these Future Projects and would enhance the visual character of these sites. The Future Projects phases would not substantially degrade the visual character or quality of their surroundings. No impact would occur.

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d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project proposes to incorporate lighting within the parking lot and along Old San Gabriel Canyon Road as a replacement of current light fixtures and would not introduce new sources of substantial light or glare, which would adversely affect day or nighttime views in the area.

Entry Improvements Projects

The Entry Improvements Projects would remove the majority of existing above ground electrical poles replacing them with underground utility lines. Existing light fixtures would be replaced with more modern equipment. Additionally, the Entry Improvements Projects proposed within the project site would constitute of neutral wood, stone, cement/mortar, and other materials that would produce similar or reduced amounts of glare as compared to current conditions. No new sources of substantial light or glare, which would adversely affect day or nighttime view in the area, would be incorporated. No impact would occur.

Future Projects

The project elements located north of the San Gabriel River would not incorporate lighting into their design or construction. No impact would occur.

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

The project site is designated as Open Space and not designated for agricultural use by the City of Azusa Zoning Map (City of Azusa 2005). The project site is not located on Prime farmland nor is it under a Williamson act contract (California Department of Conservation [CDC] 2010; 2013). There are no local policies for agricultural resources that apply to the project site.

4.2.2 Agriculture and Forestry Resources (II.) Environmental Checklist and Discussion

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

The project site is located on land that is designated as Open Space by the City of Azusa Zoning Map (City of Azusa 2005). The riverbed and banks of the San Gabriel River adjacent to the project site are within a Conservation Easement managed and monitored by the California Department of Fish and Wildlife. This area is part of a separate mitigation project and would not be impacted by improvements or visitors to the River Wilderness Park. The California Farmland Mapping and

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Monitoring Program, Important Farmlands Map for Los Angeles County does not list soils within the project site as Prime Farmland or Farmland of Statewide Importance (CDC 2010).

Entry Improvements Projects

The Entry Improvements Projects area is located south of the San Gabriel River between the El Encanto parking lot and SR-39. This Entry Improvements Project area is entirely within the project site and would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. No impact would occur.

Future Projects

The Future Projects would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. No impact would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As stated in the response to question 4.2.2 (a), the project site is located on land designated as open space and not located in an agricultural use zone. The project site is not subject to a Williamson Act Contract (City of Azusa 2005; CDC 2013)

Entry Improvements Projects

The Entry Improvements Projects consist of elements (as described in Section 2.3) that would improve the entry to the project site within the River Wilderness Park by enhancing the recreational use of the Entry Improvements Project area. Recreational uses are consistent with the zoning designation of the project site. Therefore, the Entry Improvements Projects would not conflict with an agricultural use zone or Williamson Act contract. No impact would occur.

Future Projects

The project elements located north of the San Gabriel River would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These elements are consistent with the current zoning designation of the project site. The Future Projects would not be located in an agricultural use zone nor would they be subject to a Williamson Act Contract. No impact 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))?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is zoned as open space, current and proposed recreational uses are consistent with this designation. The project site is not zoned for forest land, timberland, or timberland production (City of Azusa 2005).

Entry Improvements Projects

The Entry Improvements Projects (as described in Section 2.3) would be located south of the San Gabriel River between the El Encanto parking lot and SR-39. These improvements would enhance current recreational uses within the Entry Improvements Project area. The Entry Improvements Project area is zoned as open space and therefore, would not cause rezoning of forest land, timberland, or timberland zoned timberland production. No impact would occur.

Future Projects

The project elements located north of the San Gabriel River are all located within the project site. This area is zoned as open space and would not cause rezoning of forest land, timberland, or timberland zoned production. No impact would occur.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Proposed Project's proposed improvements are all located within the City of Azusa boundary just south of the Angeles National Forest/San Gabriel Mountains National Monument. These improvements are not located on forest land.

Entry Improvements Projects

The Entry Improvements Projects area is located south of the San Gabriel River between the El Encanto parking lot and SR-39. This Entry Improvements Project area is entirely within the project site and within the City of Azusa. The proposed Entry Improvements Projects would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

Future Projects

The analysis described above for the Entry Improvements Projects would apply for the Future Projects phases of the Proposed Project. No impact 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 non-forest use?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not currently used for agricultural purposes.

Entry Improvements Projects

The Entry Improvements Projects area is located south of the San Gabriel River between the El Encanto parking lot and SR-39. Areas north and northeast of the Entry Improvements Projects are currently being operated as an equestrian facility. These areas are outside of the project boundary and would not be affected. The Entry Improvements Projects would not convert Farmland or forest land. No impact would occur.

Future Projects

The project elements would be located north of the San Gabriel River and are identified within the Canyon Inn Master Plan as the Western Bank, Point Bar, Azusa Springs, and the Triangle. Areas east of the Western Bank and Point Bar and areas south of Azusa Springs and the Triangle are currently being operated as an equestrian facility. These areas are outside of the project boundary and would not be affected. The future phases of the Proposed Project would not convert farmland or forest land. No impact would occur.

4.3 Air Quality

An air quality impact analysis report was completed for the Proposed Project by Urban Crossroads (Urban Crossroads 2014a; Appendix A).

4.3.1 Environmental Setting

The project site is located within the South Coast Air Basin (SCAB), and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAB has been designated by the California Air Resources Board (CARB) as a nonattainment area for ozone, particulate matter of 10 microns or less in diameter (PM₁₀), and particulate matter of 2.5 microns or less in diameter (PM_{2.5}). Currently, the SCAB is in attainment with the ambient air quality standards for carbon monoxide (CO), lead, sulfur dioxide (SO₂), and nitrogen dioxide (NO₂) (Urban Crossroads 2014a).

4.3.2 Air Quality (III.) Environmental Checklist and Discussion

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A proposed project should be considered to be consistent with the Air Quality Management Plan (AQMP) if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Air Quality Handbook identifies two indicators of consistency:

- (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

Construction and operational emissions are discussed in the response to question b) of this section. The short term construction emissions from all elements in the Proposed Project were evaluated (Urban Crossroads 2014a; Appendix A). Short-term construction emissions would exceed the numerical regional thresholds of significance established by the SCAQMD for emissions of nitrogen oxides (NOx) prior to implementation of applicable mitigation measures. After implementation of Mitigation Measure AQ-1, construction activity emissions would not exceed numerical thresholds established by the SCAQMD for any phase of construction activity. Long-term operational emissions would not exceed numerical thresholds of significance established by the SCAQMD. Therefore, with the implementation of Mitigation Measure AQ-1, the Proposed Project would not contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

- (2) Whether the project will exceed assumptions in the AQMP based on the years of project build-out and phase.

Growth projections from local general plans adopted by cities in the SCAQMD are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Azusa General Plan are considered to be consistent with the AQMP.

The Proposed Project proposes to improve the entry to the River Wilderness Park while restoring and reusing the areas natural features. The project site is zoned Open Space. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during constructions activities. The improvements proposed by the Proposed Project would not exceed regional thresholds for operational emissions. Therefore, the Proposed Project is not anticipated to exceed the AQMP assumptions for the project site and is considered to be consistent with the AQMP for the second criterion (Urban Crossroads 2014a).

Entry Improvements Projects

The majority of the Proposed Project's elements would occur as part of the Entry Improvements Projects. These improvements have been considered in this analysis. As described above, the Entry Improvements Projects would not result in an inconsistency with the SCAQMD AQMP. A less than significant impact would occur with the incorporation of Mitigation Measure AQ-1.

Future Projects

The Future Project elements of the Proposed Project would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. The Future Projects were included in the air quality impact analysis (Urban Crossroads 2014a; Appendix A). It is anticipated that impacts would be less than those analyzed for the Entry Improvements Projects above, because Future Projects would require less intensive construction. Impacts would be less than significant with the incorporation of Mitigation Measure AQ-1.

Mitigation Measure

AQ-1: During construction activity, all construction equipment (≥ 150 horsepower) shall be California Air Resources Board (CARB) Tier 3 certified or better. Additionally, during grading activity, total horsepower-hours per day for all equipment shall not exceed 14,864 horsepower-hours per day and the maximum disturbance (actively graded area) shall not exceed 4 acres per day.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Construction Impacts

Construction activities associated with the Proposed Project would result in emissions of CO, VOCs, NOx, SOx, PM₁₀, and PM_{2.5}. Construction related emissions are expected from the following construction activities: grading, building construction, painting (architectural coating), paving, and

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construction workers commuting. Table 4.3-1 shows estimated maximum daily construction emissions with Best Available Control Measures (BACMs) and Mitigation Measures incorporated.

Table 4.3-1: Emissions Summary of Overall Construction (With Mitigation)

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
2015	16.13	64.44	89.77	0.16	10.59	4.48
2016	2.18	22.47	15.79	0.02	1.43	1.21
Maximum Daily Emissions	16.13	64.44	89.77	0.16	10.59	4.48
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Urban Crossroads 2014a

Under the assumed scenarios, emissions resulting from construction of the Proposed Project would exceed criteria pollutant thresholds established by the SCAQMD for emissions of NO_x (before mitigation). After implementation of BACMs (refer to Appendix A), standard regulatory requirements, and the recommended Mitigation Measures, construction activity emissions would not exceed the numerical thresholds established by the SCAQMD for criteria pollutants. A less than significant impact would occur with implementation of Mitigation Measures AQ-1 (Urban Crossroads 2014a).

Long-Term Operational Impacts

Operational activities associated with the Proposed Project would result in emissions of ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Operational emissions would be expected from the following primary sources: area source emissions, energy source emissions, and mobile source emissions. Table 4.3-2 shows a summary of peak operational source emissions during a summer and winter scenario for the Proposed Project.

Table 4.3-2: Summary of Peak Operational Emissions

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	37.10	1.10e-4	0.01	--	4.00e-5	4.00e-5
Energy Source	--	--	--	--	--	--
Mobile	0.75	1.98	8.22	0.02	1.29	0.36
Maximum Daily Emissions	37.84	1.98	8.23	0.02	1.29	0.36
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Urban Crossroads 2014a

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Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	37.10	1.10e-4	0.01	--	4.00e-5	4.00e-5
Energy Source	--	--	--	--	--	--
Mobile	0.77	2.08	8.14	0.02	1.29	0.36
Maximum Daily Emissions	37.87	2.08	8.15	0.02	1.29	0.36
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Urban Crossroads 2014a

As summarized in Table 4.3-2 (above), operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. Therefore, a less than significant impact would occur.

Entry Improvements Projects

The majority of the Proposed Project’s buildout would occur as part of the Entry Improvements Projects. These improvements have been considered in this analysis (Urban Crossroads 2014a; Appendix A). As described above, the Entry Improvements Projects would not violate any air quality standard or contribute substantially to an existing or projected air quality violation through its construction or operation with the implementation of Mitigation Measure AQ-1.

Future Projects

The Future Project elements of the Proposed Project would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. The future projects have been considered in this analysis. As described above, it is anticipated that impacts would be less than those analyzed for the Entry Improvements Projects and would be less than significant with the implementation of Mitigation Measure AQ-1.

c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is designated as an extreme non-attainment area for ozone and a non-attainment area for PM₁₀ and PM_{2.5}. Neither short-term construction of the Proposed Project nor long-term operation would exceed significance thresholds for ozone, PM₁₀ and PM_{2.5}.

Entry Improvements Projects

The majority of the Proposed Project’s buildout would occur as part of the Entry Improvements Projects. These improvements have been considered in this analysis. As described above, the Entry Improvements Projects would not exceed the applicable SCAQMD regional threshold for construction and operational-source emissions (Urban Crossroads 2014a). A less than significant impact would occur.

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Future Projects

The Future Project elements of the Proposed Project would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. The Future Projects have been considered in this analysis (Urban Crossroads 2014a; Appendix A). As described above, it is anticipated that impacts would be less than those analyzed for the Entry Improvements Projects.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sensitive receptors can include uses such as long-term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and facilities can also be considered as sensitive receptors. The nearest sensitive receptor land use is located immediately 328 feet north of the project site along Brookside Way. Emissions during construction activity would not exceed any of the SCAQMD’s localized significance thresholds. Table 4.3-3 below identifies the localized impacts at the nearest sensitive receptor location in the vicinity of the project site.

Table 4.3-3: Localized Significance Summary Construction

On-Site Grading Emissions	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	87.78	54.01	12.92	7.45
SCAQMD Localized Threshold	257	3,268	56	15
Threshold Exceeded?	NO	NO	NO	NO

Source: Urban Crossroads 2014a

The data provided in Table 4.3-3 above shows that none of the analyzed criteria pollutants as a result of the Proposed Project would exceed the local emissions thresholds at the nearest sensitive receptors (Urban Crossroads 2014a).

Entry Improvements Projects

The majority of the Proposed Project’s buildout would occur as part of the Entry Improvements Projects. The improvements have been considered in this analysis. Based on the location of the Entry Improvements Projects and the analysis above, a less than significant impact would occur.

Future Projects

The Future Project elements of the Proposed Project would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. The Future Projects have been considered in this analysis. Based on the location of the project elements north of the San Gabriel River and the analysis above, it is anticipated that impacts would be less than those analyzed for the Entry Improvements Projects.

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e) Would the project create objectionable odors affecting a substantial number of people?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant With Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
---	--	--	---	---

The project site does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the long-term operational uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The Proposed Project would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances (Urban Crossroads 2014a).

Entry Improvements Projects

The majority of the Proposed Project's buildout would occur as part of the Entry Improvements Projects. These improvements have been considered in this analysis. Based on the analysis above, odors associated with the construction and operation of the Entry Improvements Projects would be less than significant.

Future Projects

The Future Project elements of the Proposed Project would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. The Future Projects have been considered in this analysis. As described above, it is anticipated that impacts would be less than those analyzed for the Entry Improvements Projects.

4.4 Biological Resources

A Biological Resources Technical Report was prepared for the Entry Improvements Projects by ECORP Consulting Inc. (ECORP 2014a). The purpose of the technical report was to document the existing biological resources, to assess the habitat for its potential to support sensitive plant and wildlife species, and to determine whether project implementation would impact sensitive biological resources, as required under CEQA (ECORP 2014a). A biological reconnaissance survey was performed by ECORP biologists on September 24, 2014. Prior to conducting the biological reconnaissance survey, ECORP biologists performed a literature search using the CDFW California Natural Diversity Database (CNDDDB) and the California Native Plant Society (CNPS) Electronic Inventory to determine the special-status species that have been documented in the project vicinity. Using this information and observations in the field, a list of special-status plant and animal species that may have the potential to occur within the project site was generated. The Biological Resources Technical Report is summarized below.

In 2008, a Biological Reconnaissance Survey and Constraints Analysis Report (Biological Constraints Report) was prepared for the El Encanto River Wilderness Park Master Plan by Bonterra Consulting (Bonterra 2008). Findings of that report pertinent to the Proposed Project are discussed below.

4.4.1 Environmental Setting

Vegetation Communities

The Entry Improvements Projects area is currently composed of disturbed or developed areas. There are four vegetation communities present in and around the Entry Improvements Project area, including 1) Riversidean alluvial fan sage scrub, 2) coastal sage scrub, 3) California annual grassland – disturbed, and 4) black cottonwood riparian woodland. Plant species observed within these consist mainly of native scrub and chaparral species, as well as nonnative weedy herbaceous species and ornamental trees. Two vegetation communities located on the northern portion of the Entry Improvements Project area, including the black cottonwood forest and Riversidean alluvial fan sage scrub, contain special-status resources. The black cottonwood forest contains black cottonwoods, coast live oaks, and various willow trees, which are protected under the City of Azusa's Tree Preservation Ordinance. The Riversidean alluvial fan sage scrub is considered a special-status vegetation community by CDFW and CNPS (ECORP 2014a).

The Future Projects consisting of the Western Bank, Point Bar, Azusa Springs, and Triangle are mostly composed of five vegetation communities that include 1) California Sagebrush Scrub, 2) Scalebroom Scrub, 3) Ornamental Disturbed, 4) California Annual Grassland, and 5) Southern Mixed Chaparral (Bonterra 2008). Surveys that will identify current vegetation communities are anticipated during project design of the future phases of the Proposed Project.

Special-Status Plants

The biological reconnaissance survey did not include a focused survey for rare plants and the timing of the survey was not ideal for detecting the presence of all of the sensitive plants that could occur on the Entry Improvements Project area. However, the literature search documented 41 special-status plant species, four of which are federally and/or state listed, in the Entry Improvements Project area vicinity. These four include Braunton's milk-vetch (*Astragalus brauntonii*), Nevin's barberry (*Berberis nevinii*), thread-leaved brodiaea (*Brodiaea filifolia*), and slender-horned spineflower (*Dodecahema leptoceras*). A complete list of the 41 special-status plant species, with details regarding blooming periods, habitat requirements, and potential for occurrence designations can be found in the Biological Resources Technical Report (ECORP 2014a). Coast live oak trees (*quercus agrifolia*), a number of black cottonwood, and willow trees, which are protected under the City of Azusa's Tree Preservation Ordinance are located on the Entry Improvements Projects Area.

The 2008 Biological Constraints Report lists Special-Status Plant Species that have been recorded within the San Gabriel Canyon area as well as those reasonably expected to occur. It is anticipated that surveys will take place prior to and during the design stage of the Future Projects during appropriate blooming periods.

Wildlife

The Entry Improvements Projects area contains disturbed and developed areas that are subject to pedestrian and vehicular traffic. These characteristics have the potential to provide habitat for a number of wildlife species that are adaptive to disturbances. Thirteen wildlife species were observed on the project site and vicinity during the reconnaissance survey. These species include California sister butterfly (*Adelpha bredowii*), side-blotched lizard (*Uta stansburiana*), Say's phoebe (*Sayornis saya*), yellow-rumped warbler (*Setophaga coronata*), dark-eyed junco (*Junco hyemalis*), western scrub-jay (*Aphelocoma californica*), Anna's hummingbird (*Calypte anna*), California towhee (*Pipilo crissalis*), bushtit (*Psaltiriparus minimus*), red-tailed hawk (*Buteo jamaicensis*), mallard (*Anas platyrhynchos*), great-blue heron (*Ardea herodias*), and mule deer (*Odocoileus hemionus*). Other

common species expected to occur in and adjacent to the Entry Improvements Projects area can be found in the Biological Resources Technical Report (ECORP 2014a).

The 2008 Biological Constraints Report lists special-status wildlife species that have been recorded within the San Gabriel Canyon area as well as those reasonably expected to occur. It is anticipated that surveys will take place prior to and during the design stage of the Future Projects.

Special-Status Wildlife

The literature search documented 31 special-status wildlife species (seven of which are federally and/or state-listed species) in the vicinity of the Entry Improvements Projects area. Thirteen of these wildlife species were determined to have a low to high potential to occur. The remaining 18 species were presumed absent from the project site. None of the special-status wildlife species with a potential to occur in the area were observed during the reconnaissance survey (ECORP 2014a). A complete list of the 31 special-status wildlife species, with details regarding habitat requirements and potential for occurrence designations, can be found in the Biological Resources Technical Report (ECORP 2014a).

The 2008 Biological Constraints Report lists special-status wildlife species that have been recorded within the San Gabriel Canyon area as well as those reasonably expected to occur. It is anticipated that surveys will take place prior to and during the design stage of the Future Projects.

Soils

Soil types on the Entry Improvements Projects site were determined using the Natural Resources Conservation Service (NRCS) Web Soil Survey. Soils within the Entry Improvements Projects site consist of Tujunga Fine Sandy Loam, which occurs on the northeastern portion of the project site, and Upper San Gabriel River Soils, which occur over the western and southern portion of the Project site. The Tujunga series consists of very deep, somewhat excessively drained soils formed in alluvium weathered mostly from granitic sources. Tujunga soils are on alluvial fans and flood plains and have slopes of zero to nine percent. The Upper San Gabriel River series is an undefined series and is likely comprised of alluvial soils that have not been studied (ECORP 2014a).

Soils types within and adjacent to the Future Projects area were determined using the Natural Resources Conservation Service Web Soil Survey. Soils within the Future Projects area consist of Tujunga Fine Sandy Loam, Upper San Gabriel River Soils, and Trigo, granitic substratum-Exchequer families-Rock outcrop complex, 60 to 100 percent slopes (ECORP 2014a; USDA 2015).

Potential Waters of the U.S.

The Entry Improvements Projects area and vicinity were examined and three features were determined to be jurisdictional waters of the U.S. as set forth in 33 CFR 328.33(a) that correspond with historic streams and unnamed tributaries. These jurisdictional features include the San Gabriel River and two unnamed tributaries to the San Gabriel River. The San Gabriel River is not located within the project area, but is a substantial river system directly adjacent and downslope to the project area. The river is potentially subject to indirect impacts due to sedimentation and/or runoff from construction activities associated with the Entry Improvements Projects (ECORP 2014b).

There is a potential for jurisdictional features to be present in the Future Projects area. The San Gabriel River is not located within the project area, but is a substantial river system directly adjacent to the project area. The river is potentially subject to indirect impacts due to sedimentation and/or runoff from construction activities associated with the Future Projects.

Wildlife Movement Corridors

The Entry Improvements Projects area is located directly adjacent to the San Gabriel River, which likely serves as a major wildlife movement corridor in the project vicinity. The intermittent nature of the river in the immediate project vicinity, along with the diverse riparian habitats, likely facilitates the movement of numerous wildlife species. Wildlife species using this corridor have the potential to use the project site as part of the corridor since the contiguous habitat provides foraging and shelter opportunities (ECORP 2014a).

The Future Projects area has the potential to serve as a wildlife corridor for large mobile mammals whose range of habitat needs the broad landscape. Additionally, the available riparian vegetation adjacent to the Future Projects area is suited as developed riparian habitat for seasonal migratory bird species (Bonterra 2008).

4.4.2 Biological Resources (IV.) Environmental Checklist and Discussion

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?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects area is characterized by disturbed and developed areas. There are four vegetation communities present in and around the project site, including 1) Riversidean alluvial fan sage scrub, 2) coastal sage scrub, 3) California annual grassland – disturbed, and 4) black cottonwood riparian woodland. Although the Entry Improvements Projects site contains primarily disturbed and developed areas and is subject to pedestrian and vehicular traffic, it has potential to provide habitat for a number of wildlife species that are adaptive to disturbances. While no special-status wildlife or plant species were observed during the biological reconnaissance survey, there is a potential for the project vicinity to support habitat for these species.

Nesting Birds. Nesting birds are protected under both the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code (Sections 3503, 3503.5, 3513, and 3800) and cannot be subjected to take (as defined in California Fish and Game Code) during the bird breeding season, which typically runs from March 15 through September 15. If construction of the Entry Improvements Projects occurs during the bird breeding season, ground-disturbing construction activities could indirectly affect native and nongame birds and their nests through increased noise disturbances. Impacts would be less than significant with the implementation of Mitigation Measure B-1.

Cooper’s Hawk. The Cooper’s hawk (*Accipiter cooperii*) is not listed, but is a California Watch List species and its nests are protected under the MBTA of 1918. The Cooper’s hawk is found throughout California year-round, more frequently in southern California during the winter. The Cooper’s hawk is a raptor that feeds primarily on song birds and is generally found in broadleaf forests and woodlands. Because of the presence of suitable nesting and foraging habitat at the project site, the Cooper’s hawk has a moderate potential to occur there. Indirect noise impacts to this species

associated with ground-disturbing construction activities would be less than significant with the incorporation of Mitigation Measure B-1.

Least Bell's Vireo and Southwestern Willow Flycatcher. The least Bell's vireo was listed as a state endangered species by the California Fish and Game Commission in 1980 and as a federal endangered species in 1986. Final critical habitat for the species was designated in 1994. The southwestern willow flycatcher was listed as a federal endangered species in 1995 and a state endangered species in 1998. Final critical habitat for the species was designated in 2013. The San Gabriel River contains Critical Habitat for the southwestern willow flycatcher, but not for the least Bell's vireo. However, the habitat within the San Gabriel River is suitable for both species to be present.

Critical Habitat for southwestern willow flycatcher is present adjacent to the Entry Improvements Projects site. The Primary Constituent Elements (PCE) for southwestern willow flycatcher Critical Habitat are those specific elements of the physical or biological features that provide for a species' life history processes and are essential to the conservation of the species. The black cottonwood forest vegetation community located in the San Gabriel River on and adjacent to the project site contain these PCEs. The Entry Improvements Projects site also likely supports an abundant insect prey population. Additionally, populations of least Bell's vireo have been recorded within five miles of the Entry Improvements Projects site, with multiple records along downstream parts of the San Gabriel River. Because there is suitable habitat directly adjacent to the Entry Improvements Projects site, the least Bell's vireo has a high potential to occur.

Riparian habitat and all Critical Habitat for the southwestern willow flycatcher would be avoided by the Entry Improvements Projects. If avoidance of these habitat areas is not feasible, then federal Endangered Species Act and state Endangered Species Act permitting and consultation will be necessary for potential impacts to these two bird species. This process would require protocol surveys for both species, to determine population numbers, followed by formal permitting. Permit processes for these two species could take one or more years to complete.

If direct impacts to riparian habitat and Critical Habitat are avoided, indirect impacts to either the southwestern willow flycatcher or least Bell's vireo still may occur due to the presence of construction noise and dust. Indirect impacts would occur if construction timing occurs during the breeding season for these species, which runs from April through August. Mitigation Measure B-2 would mitigate impacts to a less than significant level.

Amphibians and Reptiles. Special-status amphibians and reptiles, including the coast horned lizard, coast range newt, and two-striped garter snake, may utilize several of the habitats present on the Entry Improvements Projects site, including coastal sage scrub, black cottonwood forest, and Riversidean alluvial fan scrub. There is also a possibility these species may be present in the disturbed annual grassland and disturbed/developed areas. Project implementation could potentially disrupt or destroy the habitats that these species may occupy, as well as microhabitats within them, such as burrows. Abundant habitat remains within areas adjacent to the project site. The Entry Improvements Projects are expected to entail a temporal loss of habitat for localized populations. The removal of habitat for these species would be minimized to the extent possible. It is unlikely that the loss of habitat for these species related to the Entry Improvements Projects would lead to listing; impacts would be less than significant.

Vegetation Communities. Several native vegetation communities, including coastal sage scrub, black cottonwood forest, and Riversidean alluvial fan sage scrub, are located within or adjacent to the Entry Improvements Projects site. Riversidean alluvial fan sage scrub is located north of the

Entry Improvements Projects site and is considered a special-status vegetation community by CDFW and CNPS (ECORP 2014a). The Entry Improvements Projects would avoid any special-status vegetation communities. Impacts to vegetation communities within and adjacent to the project would be less than significant.

Special-Status Plants. Although no special-status plant species were observed during the biological reconnaissance survey the literature search documented 41 special-status plant species, four of which are federally and/or state listed, in the project vicinity. These four include Braunton's milk-vetch (*Astragalus brauntonii*), Nevin's barberry (*Berberis nevini*), thread-leaved brodiaea (*Brodiaea filifolia*), and Slender-horned Spineflower (*Dodecahema leptoceras*). No records of these special-status plants have been found on the Entry Improvements Projects site. No impact would occur.

Future Projects

Future Projects consisting of the Western Bank, Point Bar, Azusa Springs, and the Triangle would be located north of the San Gabriel River. Impacts to biological resources in these areas are anticipated to be similar to those analyzed for the Entry Improvements Projects.

Nesting Birds. Bird use of the San Gabriel Canyon area is expected to be high since this area provides a wide range of shrubland and forest ideal for songbird, waterfowl, and raptorial species (Bonterra 2008). If construction of the Future Projects occurs during the bird breeding season, ground-disturbing construction activities could indirectly affect native and nongame birds and their nests through increased noise disturbances. It is anticipated that the incorporation of Mitigation Measure B-1 would mitigate these impacts to a less than significant level.

Least Bell's Vireo and Southwestern Willow Flycatcher. Critical Habitat for Southwestern willow flycatcher is located along the San Gabriel and adjacent to the Point Bar, Azusa Springs, and the Triangle. This area provides essential habitat for riparian favoring species in the northern Los Angeles Basin (Bonterra 2008). It is likely that direct impacts to riparian habitat and Critical Habitat would be avoided during the construction of the Future Projects, although the exact location and effects of each project would be determined with a project-specific biology study after project details are known. However, indirect impacts could still occur if construction timing occurs during the breeding season for these species, which runs from April through August. Incorporation of Mitigation Measure B-2 would be implemented to mitigate these impacts to a less than significant level.

Vegetation Communities. The Future Projects consisting of the Western Bank, Point Bar, Azusa Springs, and triangle are mostly composed of five vegetation communities that include 1) California Sagebrush Scrub, 2) Scalebroom Scrub, 3) Ornamental Disturbed, 4) California Annual Grassland, and 5) Southern Mixed Chaparral (Bonterra 2008). It is anticipated that the Future Projects would avoid any special-status vegetation communities. Impacts to vegetation communities within and adjacent to the Future Projects would be less than significant.

Mitigation Measures

B-1: To ensure compliance with Migratory Bird Treaty Act (MBTA) and Section 3503.5 of the California Fish and Game Code, and to avoid any potential impacts to special-status bird species that may occur in the project vicinity, construction activities shall be conducted outside the bird nesting bird season (March 15 to September 15) to avoid any potential disturbance of avian breeding activities. If vegetation removal, clearing, and/or grading for the Proposed Project (i.e. disturbing ornamental or native vegetation) is conducted during the bird nesting season (March 15 to September 15), then construction will be limited in the

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vicinity of any active nests per the recommendations of a qualified biologist. Three days prior to the onset of construction activities, a qualified biologist shall survey disturbance for the presence of any active bird nests within the limits of the project. If no active nests are found, no further mitigation would be required. However, any active nest found during survey efforts shall be mapped on the construction plans, and an appropriate buffer area (typically 200 feet in every direction) shall be established around any active nest. Encroachment into the buffer area shall only be allowed if the proposed activity shall not disturb the nest occupants. Construction within the buffer area may resume after a qualified biologist has determined that fledglings have left the nest.

B-2: If construction will occur between April 1 and August 31, then protocol surveys for least Bell's vireo and southwestern willow flycatcher shall take place prior to ground disturbing activities. Protocol surveys for the least Bell's vireo entail eight surveys, spaced 10 days apart, from April 10 through July 31. Protocol surveys for the southwestern willow flycatcher entail five surveys, with one survey from May 15 through May 31, two surveys from June 1 through June 24, and two surveys from June 24 through July 17. If no least Bell's vireo and/or southwest willow flycatcher are identified during the protocol, no further mitigation is required.

Mitigation for impacts (direct or indirect) will be determined during Section 7 consultation with USFWS. Mitigation measures may include avoidance of impacts during the breeding season (seasonal work restrictions), implementation of construction noise and dust minimization measures, or biological monitoring.

<p>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?</p>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

Sensitive habitats include those vegetation communities which are considered rare within the region, are considered sensitive by the State of California, and are listed as sensitive under local conservation plans. The Proposed Project proposes habitat restoration efforts in previously disturbed and undisturbed areas within the project site. Please refer to the vegetation communities' analysis in the response to question 4.4.2 (a) above. A less than significant impact would occur.

Future Projects

The project elements north of the San Gabriel River would all include habitat restoration as one of their components. Impacts to vegetation communities would be the same as those discussed in the Entry Improvements Projects analysis above.

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c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

A delineation of jurisdictional waters and wetlands was conducted for the Entry Improvements Projects. It has been determined that there are two features within the Entry Improvements Projects area and vicinity that fall under the jurisdiction of USACE and RWQCB pursuant to Sections 404 and 401 of the Clean Water Act, respectively. The total acreage and linear feet of these features is less than 0.01 acre and 92 linear feet. No USACE wetlands were found within the project area. Drainage 1 is located within the Entry Improvements Projects boundaries. Drainage 2 would not be affected by the Entry Improvements Projects.

Table 4.4-1: Summary of USACE Jurisdictional Features

Geomorphic Feature	USACE Jurisdiction		Type of Feature
	Non-wetland Waters acres/square feet	Non-wetland Waters (linear feet)	
San Gabriel River	*	*	RPW/Intermittent/Perennial
Drainage 1	<0.01/46	45	Non-RPW/Ephemeral
Drainage 2	<0.01/125	47	Non-RPW/Ephemeral
Grand Total	<0.01/171	92	—

Source: ECORP 2014b

Notes: *: Feature not mapped

RPW = Relatively Permanent Water

The San Gabriel River is not located within the Entry Improvements Projects site, but is a substantial river system directly adjacent and downslope to the project site. The river is potentially subject to indirect impacts from sedimentation or runoff from construction activities associated with the Entry Improvements Projects.

Because CDFW has broader criteria for what constitutes a jurisdictional feature, and CDFW jurisdiction overlaps USACE jurisdiction, the two features mentioned above are considered potentially CDFW jurisdictional. In addition, several riparian vegetation communities along the San Gabriel River and along Drainage 2 are considered jurisdictional to the CDFW. The total acreage of all of these features is 3.25 acres (ECORP 2014b).

Table 4.4-2: CDFW Jurisdictional Areas

Geomorphic Feature	Total Potential Area		Type of Feature
	Acres	Square Feet	
San Gabriel River			
Black cottonwood forest	2.52	109,932	Riparian vegetation
Oak	0.01	610	Riparian vegetation

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Geomorphic Feature	Total Potential Area		Type of Feature
	Acres	Square Feet	
Riversidean Alluvial Fan Sage Scrub	0.67	29,047	Riparian vegetation
San Gabriel River Subtotal	3.20	139,589	
Drainage 1			
Streambed	<0.01	193	Non-vegetated
Drainage 2			
Black cottonwood Forest	0.02	725	Riparian vegetation
Mule Fat Scrub	<0.01	59	Riparian vegetation
Streambed	0.01	255	Non-vegetated
Unnamed Drainage Subtotal	0.04	1,039	
Grand Total	3.25	140,821	—

Source: ECORP 2014b

The utility line installation component of the Entry Improvements Projects is expected to temporarily impact Drainage 1. With the implementation of Mitigation Measure B-3 impacts would be less than significant. The Entry Improvements Projects would avoid Drainage 2.

Future Projects

There is a possibility that impacts to jurisdictional features could occur as part of Future Projects proposed by the Proposed Project. The exact nature and location of these impacts are unknown until more precise design is developed; jurisdictional delineations would be conducted at that time. If the project-specific delineation identified impacts to jurisdictional features, the WCA would be required to quantify and document the potential effects on the jurisdictional drainages. With the implementation of Mitigation Measure B-3 impacts would be less than significant.

Mitigation Measure

B-3: Prior to the construction of any phase or component of the project that involves impacting drainages, or wetlands through filling, stockpiling, conversion to a storm drain, channelization, bank stabilization, road or utility line crossings, or any other modification to a jurisdictional drainage, a jurisdictional delineation shall be conducted. Any jurisdictional impacts would require permits from the U.S. Army Corps of Engineers (USACE), California Department of Fish and Wildlife (CDFW), and Los Angeles Region Regional Water Quality Control Board (RWQCB) before any development could commence. Project specific mitigation for impacts to features jurisdictional to state and federal agencies will be determined during the wetland permitting process. Mitigation could include land conservation and management in perpetuity, on-site habitat enhancement and restoration, payment of in-lieu fees to authorized conservation organizations, or a combination of these measures.

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<p>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?</p>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects area is located along the San Gabriel River and likely provides passage for wildlife species moving between the San Gabriel Mountains and the valley floor. Proximity to a perennial water supply and canopy cover within riparian vegetation provide prime conditions for the occurrence of foraging and moving wildlife. The Entry Improvements Projects would not affect vegetation adjacent to the San Gabriel River and would not pose a significant threat to the functionality of this wildlife corridor (ECORP 2014a). As stated in the response to question 4.4.2 (a), prior to commencing ground disturbing activities during the nesting bird season, Mitigation Measure B-1 shall be implemented to reduce impacts to nesting birds. Impacts would be less than significant with mitigation incorporated.

Future Projects

Future Projects proposed by the Proposed Project would be located north of the San Gabriel River. This area has the potential to serve as a wildlife corridor for large mobile mammals whose range of habitat needs the broad landscape. Additionally, the available riparian vegetation adjacent to the Future Projects area is suited as developed riparian habitat for seasonal migratory bird species. (Bonterra 2008). The future projects would not significantly interfere with the functionality of these corridors due to their small footprint. As discussed above, prior to commencing ground disturbing activities during the nesting bird season, Mitigation Measure B-1 shall be implemented to reduce impacts to nesting birds. Impacts to wildlife corridors would be similar to those discussed for the Entry Improvements Projects.

<p>e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

The City of Azusa Tree Preservation Ordinance provides special provisions for the protection of oak trees. The ordinance states that any oak tree removed from public property under this provision shall be replaced with an oak or other tree as deemed appropriate by the director of Public Works, at a location within the City of Azusa. The Entry Improvements Projects would avoid removing any oak trees on and adjacent to the project site. No impact would occur.

Future Projects

The project elements located north of the San Gabriel River would avoid any oak trees within their project area. No impact would occur.

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

Entry Improvements Projects

The Entry Improvements Projects area is not located within a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. However, a conservation easement associated with the Mountain Cove residential development is located adjacent to the project site. The Entry Improvements Projects would avoid this easement. No impact would occur.

Future Projects

The Point Bar improvements proposed in future phases of the Proposed Project would be located within the Mountain Cove residential development conservation easement. This easement is intended to remain as open space in perpetuity. Habitat restoration, nature trails, and a river view bench are proposed at this site. These improvements are consistent with the easement's open space designation and would maintain the current use and preserve the habitat. A beneficial impact would occur.

4.5 Cultural Resources

4.5.1 Environmental Setting

A cultural resources pedestrian survey and records search was conducted for the Entry Improvements Project area in September 2014. The purpose of the investigation was to identify cultural resources that could be affected by the Entry Improvements Projects (ECORP 2014c). The report is included in Appendix D and the findings are summarized in this section. Additionally, a search of paleontology collection records was conducted by Dr. Samuel McLeod in the Paleontology Section of the Natural History Museum of Los Angeles County Entry Improvements Projects (ECORP 2014d). The search results are included in Appendix E.

Cultural Resources

A cultural resources records search was conducted on September 11, 2014 at the South Central Coastal Archeological Information Center (SCCIC), located at California State University, Fullerton for the Entry Improvements Projects area. Results of the records search indicated that a total of 10 cultural resources investigations were conducted within 0.5-mile (800-meter) radius of the project area between 1992 and 2010. Except for one survey area of approximately 140 acres, most of the surveys were linear or only covered a few acres. The project area has not been previously surveyed. The records search results indicate that two cultural resources have been previously documented within 0.5 mile of the project area. These consist of two historic-period linear features in the slopes and ridge south of the project area. P-19-188290 is the Glendora Ridge Motorway, a historic forest service road. P-19-188902 is the Azusa Conduit which was built in the 1890s by the San Gabriel Electric Company to carry water from the San Gabriel River to a hydroelectric generating station. No cultural resources have been recorded within the project area.

Paleontological Resources

A search of the paleontology collection records in the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County was conducted to provide information about paleontological resources on the Entry Improvements Project area. The search indicated that shallow deposits in the terraces and river bed in the project area consist of younger Quaternary Alluvium. The adjacent upland slopes consist of igneous rocks.

4.5.2 Cultural Resources (V.) Environmental Checklist and Discussion

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Entry Improvements Projects

A records search and field survey was conducted in September 2014 by ECORP Consulting, Inc. The survey consisted of an intensive systematic pedestrian survey of the relatively level and unpaved areas of the project site. Notes were taken on the environmental setting and disturbances within the Entry Improvements Project area. No prehistoric archeological materials were identified as a result of the records search and field study completed for the Entry Improvements Project area.

Two concrete building foundations from the historic period, designated RWP-01 and RWP-02, were identified in the Entry Improvements Projects area. They have been evaluated as not eligible for the California Register of Historical Resources (CRHR) (ECORP 2014c). Therefore, no known historical resources, as defined by CEQA, would be impacted by the Entry Improvements Projects. The archaeological sensitivity of the Entry Improvements Project area is believed to be low; however, there always remains a possibility that unrecorded cultural resources are present beneath the ground surface, and that such resources may be exposed during the Entry Improvements Projects construction. If previously unrecorded historical resources are encountered during construction, implementation of Mitigation Measure CR-1 would reduce impacts to a less than significant level.

Future Projects

A records search was conducted for the Entry Improvements Project area and its immediate vicinity. Two cultural resources have been previously documented within 0.5 mile of the Entry Improvements Projects area. These consist of two historic-period linear features in the slopes and ridge south of the project area. No cultural resources have been recorded within the project area. Similar to the Entry Improvements Projects, there always remains a possibility that unrecorded cultural resources are present beneath the ground surface, and that such resources may be exposed during the future projects construction. If previously unrecorded historical resources are encountered during construction, implementation of Mitigation Measure CR-1 would reduce impacts to a less than significant level.

Mitigation Measure

CR-1: If archaeological resources are encountered during grading, construction activities in the area of the find shall be immediately suspended and the resource left in place until a qualified archaeologist can examine it and determine appropriate mitigation measures in accordance with the provisions of CEQA Section 15064.5. The archaeologist shall complete

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any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

No archaeological resources have been previously recorded on the Entry Improvements Project area and none were recorded during the field survey (ECORP 2014c). However, there remains the possibility that the Entry Improvements Projects may affect unknown buried archaeological resources as a result of ground disturbing construction activities. With the implementation of Mitigation Measure CR-1 impacts would be less than significant.

Future Projects

The project elements located north of the San Gabriel River are in the vicinity of the Entry Improvements Projects area. A records search was conducted for the Entry Improvements and its immediate vicinity. Similar to the Entry Improvements Projects, there remains the possibility that the Future Projects may impact unknown buried archaeological resources as a result of ground disturbing construction activities. With the implementation of Mitigation Measure CR-1 impacts would be less than significant.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

A search of paleontology collection records in the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County was conducted for the Entry Improvements Projects area. The records search found that shallow deposits in the terraces and river bed in the project area consist of younger Quaternary Alluvium. These deposits typically do not contain significant vertebrate fossils and have a low potential to contain fossil resources. The adjacent slopes to the south consist of igneous rocks which have no potential to contain fossils. The younger Quaternary Alluvium overlies older Quaternary deposits in the subsurface which have high potential to contain significant vertebrate fossils. The depth at which the older Quaternary deposits begin in the project area is unknown but may be estimated at about 10 feet below ground surface.

The majority of the Proposed Project's buildout would occur as part of the Entry Improvements Projects. No mitigation for paleontological resources is necessary for excavations in the project area in the upland slopes, the river terrace, and river bed that do not extend more than 10 feet below surface. If excavations extend below 10 feet, implementation of Mitigation Measure CR-2 would reduce impacts to a less than significant level.

Future Projects

The Future Projects elements of the Proposed Project would require less buildout than the Entry Improvements Projects. Similar to the Entry Improvements Projects, no mitigation for paleontological resources is necessary for excavations in the project area in the upland slopes, the river terrace, and river bed that do not extend more than 10 feet below surface. If excavations extend below 10 feet, implementation of Mitigation Measure CR-2 would reduce impacts to a less than significant level.

Mitigation Measure

CR-2: If paleontological resources are encountered during grading, construction activities in the area of the find shall be immediately suspended, the resource must left in place until a qualified paleontologist can examine it and determine appropriate mitigation measures.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Native American Heritage Commission (NAHC) in Sacramento was contacted about the Proposed Project. A search of the Sacred Lands File was conducted. The search was requested to determine whether there are sensitive or sacred Native American resources in the vicinity of the project area that could be affected by the Entry Improvements Projects. The NAHC provided a list of Native American contacts for the project area. Letters were sent to the Native American contacts to inform them of the Proposed Project and to request their input regarding the identification of potential effects to cultural resources, sacred lands, or other heritage sites within the project area. No responses were received (ECORP 2014c). Additionally, the WCA has not received any general request letters for notification under AB-52.

Entry Improvements Projects

No formal cemeteries are located in or near the Entry Improvements Projects area and no human remains have been reported in the project vicinity, based on the records search from SCCIC (ECORP 2014c). Most Native American human remains are found in prehistoric archaeological sites. No prehistoric archaeological sites have been recorded within the Entry Improvements Projects area (ECORP 2014c). Therefore, the Proposed Project has little potential to disturb human remains. Impacts to unknown resources would be less than significant with the implementation of Mitigation Measure CR-3.

Future Projects

The project elements located north of the San Gabriel River are within the vicinity of the Entry Improvements Project area. This area, like the Entry Improvements Projects, is anticipated to have little potential to disturb human remains. Impacts to unknown resources would be less than significant with the implementation of Mitigation Measure CR-3.

Mitigation Measure

CR-3: If human remains are encountered during grading, construction activities in the area of the find must be immediately halted and the Los Angeles County coroner must be notified within 24 hours of the discovery (California Health and Safety Code §7050.5).If the coroner

determines that the remains are not recent, the coroner shall notify the Native American Heritage Commission (NAHC) for consultation (Public Resources Code §5097.98). The NAHC will designate a Most Likely Descendant who will make recommendations concerning reassignment of the remains in consultation with the lead agency and Project Archaeologist.

4.6 Geology and Soils

4.6.1 Environmental Setting

Geomorphic Setting

The project site is situated in the southeastern portion of the foothills of the San Gabriel Mountains. The San Gabriel Mountains are located within the central part of the Transverse Range Province. Elevations within the project site range from 785 to 860 feet above mean sea level (msl). The Entry Improvements Project area covers approximately 26 acres within the U.S. Geological Survey (USGS) 7.5-minute Azusa topographic quadrangle, San Bernardino Base Meridian (WCA 2012).

The site includes an incised canyon meander, which was formed due to down-cutting of the San Gabriel River. This river canyon with steep side walls is formed as the result of the rapid tectonic uplift that happens simultaneously with the down-cutting of the river. The river channel morphology is dominated by a string of alluvial gravel bars flanking from the main river. In wider portions of the river canyon, complex meander topography has evolved that includes a large gravel-based point bar. The project site is located in this area (WCA 2012).

Regional Seismicity and Fault Zones

An "active fault," according to the California Department of Conservation, Division of Mines and Geology, is a fault that has indicated surface displacement within the last 11,000 years. A fault that has not shown geologic evidence of surface displacement in the last 11,000 years is considered "inactive."

The San Gabriel Mountains are bounded to the north by the San Andreas Fault separating the San Gabriel Mountains from the Mojave Desert and the San Bernardino Mountains to the east. In the south, the San Gabriel Mountains are bounded by a series of reverse faults including the Cucamonga, Sawpit Canyon, and Sierra Madre faults. Tectonic motion along these faults has been responsible for the ongoing uplift of the San Gabriel Mountains. These reverse faults also form the boundary to the Peninsular Range Province and are considered active. To the north, the San Gabriel Mountains are dissected by the right-lateral San Gabriel Fault. The project site is located on the tectonic block that falls between the Sierra Madre and San Gabriel Fault Zones (WCA 2007).

Soils

The soils of the southern San Gabriel Mountains are part of the Cienebaexchequer-Sobrante soil unit. On steep slopes of granitic rocks, soils generally fall into the Cieneba series. These are very shallow, somewhat excessively drained soils that formed in weathered materials of the parent rock and generally occur on uplands with slopes between 9 to 85 percent (WCA 2007).

According to the River Wilderness Park Master Plan the site shows two dominant soil units. Mollisols of the Tollhouse-Stukel-Wrentham families are found on the densely vegetated north-facing slopes. On the south-facing exposed slopes of the project area Entisols of the Vista-Trigo, granitic substratum-Modesto families are present (WCA 2007).

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The Mollisols on the site are characteristic of a dry Mediterranean climate. In southern California they are commonly associated with annual grasses, oak species, and California chaparral on steep slopes. The steep north-facing slopes on the project site exhibit these characteristics. Shaded from late afternoon exposure by the sun they enjoy a moister and cooler meso-climatic environment allowing for the development of dense chaparral. Accumulation of leaf litter from the dense chaparral leads to the formation of darker, organic-rich top horizons among the otherwise shallow and coarse soils of the surrounding area. The Entisols of the south-facing slopes on the project site experience a dryer and hotter environment with less vegetation. This results in higher erosion rates, less overall soil development, and the lack of organic top horizons (WCA 2007).

4.6.2 Geology and Soils (VI.) Environmental Checklist and Discussion

<p>a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p>	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<p>ii) Strong seismic ground shaking?</p>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>iii) Seismic-related ground failure, including liquefaction?</p>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>iv) Landslides?</p>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact

i and ii) The Proposed Project is not located in a Alquist-Priolo Earthquake Fault Zone, within an earthquake fault zone boundary, or within a County designated fault zone. The project site is located on the tectonic block that falls between the Sierra Madre and San Gabriel Fault Zones. Just like most of southern California, in the event of an earthquake strong ground shaking is expected to occur on the project site. Design and construction would comply with current building codes and standards which would reduce the risk of loss, injury, or death resulting from strong ground-shaking.

Entry Improvements Projects

The majority of the Proposed Project's buildout would occur as part of the Entry Improvements Projects. The Entry Improvements Projects would include the construction of structures that would only be in operation during working hours. These structures would include a Café/Office/Information building, Restrooms, and Pavilion. These facilities would be located entirely within the project site and would adhere to current building codes and standards that would reduce the risk of loss, injury, or death resulting from strong ground-shaking. Impacts would be less than significant.

Future Projects

The Future Project elements of the Proposed Project would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. Construction of these improvements would not include structures. Impacts would be less than significant.

iii) Liquefaction is a phenomenon where water-saturated granular soil loses shear strength during strong ground shaking produced by earthquakes. The loss of soil strength occurs when cyclic pore water pressure increases below the groundwater surface. Potential hazards due to liquefaction include the loss of bearing strength beneath structures, possibly causing foundation failure and/or significant settlements.

Entry Improvements Projects

The Entry Improvements Projects would be located within the liquefaction potential zone as shown on the State of California Seismic Hazard Zone Map, for the Azusa Quadrangle (CDC 1999). This designation is part of the existing conditions of the site. Therefore, the Entry Improvements Projects would be required to comply with Public Resources Code Section 2693(c) to minimize the effects liquefaction hazards. A less than significant impact would occur.

Future Projects

The project elements located north of the San Gabriel River are within the project site. These elements would be located within the liquefaction potential zone as shown on the State of California Seismic Hazard Zone Map, for the Azusa Quadrangle (CDC 1999). This designation is part of the existing conditions of the site. Similar to the Entry Improvements Projects, the project elements proposed in future phases would be required to comply with Public Resources Code Section 2693(c) to minimize the effects of liquefaction hazards. A less than significant impact would occur.

iv)

Entry Improvements Projects

The Entry Improvements Projects would not be located within the earthquake-induced landslide potential zone as shown on the State of California Seismic Hazard Zone Map, for the Azusa Quadrangle (CDC 1999). No impact would occur.

Future Projects

The Future Projects would not be located within the earthquake-induced landslide potential zone as shown on the State of California Seismic Hazard Zone Map, for the Azusa Quadrangle (CDC 1999). No impact would occur.

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b) Would the project result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Entry Improvements Projects

The majority of the Proposed Project's buildout would occur as part of the Entry Improvements Projects. Construction-related activities have the potential for erosion or the loss of topsoil. It is anticipated that with any construction on the site, Best Management Practices (BMPs) would be implemented. A Storm Water Pollution Prevention Plan (SWPPP) would be prepared outlining these BMPs to manage erosion and loss of topsoil from any of these activities (see Hydrology and Water Quality, Section 4.9, Environmental Checklist and Discussion). With the implementation of BMPs, soil erosion impacts would be less than significant. After construction, soil erosion is not anticipated.

Future Projects

The construction of the Future Project elements of the Proposed Project would be less intensive than the Entry Improvements Projects. However, construction-related activities within the project site have the potential for erosion or the loss of topsoil. It is anticipated that with any construction on the site, BMPs would be implemented. A SWPPP would be prepared outlining these BMPs to manage erosion and loss of topsoil from any of these activities (see Hydrology and Water Quality, Section 4.9, Environmental Checklist and Discussion). It is anticipated that impacts would be less than those analyzed for the Entry Improvements Projects, above, and 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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Entry Improvements Projects

Strong ground shaking can cause settlement, lateral spreading, or subsidence by allowing sediment particles to become more tightly packed, thereby reducing pore space. There is potential for landslide, lateral spreading, or liquefaction in the Entry Improvements Project area; however all buildings and infrastructure proposed within the Proposed Project for the Entry Improvements Projects would be required to comply with the grading and seismic building standards in the 2007 California Building Code (CBC), adopted by the City of Azusa effective January 1, 2008 as well as Public Resource Code Section 2693(c).

The Entry Improvements Projects consist of elements (as described in Section 2.3) that would improve the entry to the project site within the River Wilderness Park by enhancing the recreational use of the project site. These improvements would include the construction of several structures, lighting, and restroom facilities within the Entry Improvements Project area. A less than significant impact would occur.

Future Projects

The project elements located north of the San Gabriel River and identified within the Canyon Inn Master Plan as the Western Bank, Point Bar, Azusa Springs, and the Triangle would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. No habitable structures are proposed. Impacts would be less than those analyzed for the Entry Improvements Projects, above, and 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 (1994), creating substantial risks to life or property?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects area is located on Tujunga Fine Sandy Loam and Upper San Gabriel River soils. Tujunga series are characterized as somewhat excessively drained soils. All new structures associated with the entry improvement: pavilions, restrooms, and dining areas are intermittent in use and would be required to comply with grading and seismic building standards in the 2007 CBC. Additionally no habitable structures are proposed. Therefore, the Entry Improvements Projects would not expose people or structures to geologic hazards. No impact would occur.

Future Projects

Soils within the Future Projects area consist of Tujunga Fine Sandy Loam, Upper San Gabriel River Soils, and Trigo, granitic substratum-Exchequer families-Rock outcrop complex, 60 to 100 percent slopes (ECORP 2014a; USDA 2015). These soils are characterized as well drained soils. The Future Projects would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. Similar to the Entry Improvements Projects, any construction would be required to comply with grading and seismic building standards in the 2007 CBC. Additionally no habitable structures are proposed. No impact would occur.

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

Entry Improvements Projects

The Entry Improvements Projects proposed in the Proposed Project would require the installation of a sewer system. The Proposed Project proposes facilities such as a café/office/information building and restrooms that require a sewer connection. The Entry Improvements Projects would involve the removal of an existing septic tank and the installation of a new sewer system extended from the nearby Mountain Cove residential development to the southwest of the Entry Improvements Project area. Therefore, the improvements on the Entry Improvements Project area would not require septic tanks for operation. The new sewer system would be designed and constructed to comply with existing building codes and standards. No impact would occur.

Future Projects

The project elements located north of the San Gabriel River and SR-39 would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These elements would not require septic tanks for operation. No impact would occur.

4.7 Greenhouse Gas Emissions

4.7.1 Environmental Setting

Neither the WCA nor the City of Azusa have adopted its own thresholds of significance for greenhouse gas (GHG) emissions. As such, a screening threshold of 3,000 Metric Ton of Carbon Dioxide Equivalent (MTCO_{2e}) per year for the proposed development is applied herein, which is a widely accepted screening threshold accepted by numerous jurisdictions in the South Coast Air Basin and is based on the South Coast Air Quality Management District (SCAQMD) staff’s interim GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD’s *Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans* (“SCAQMD Interim GHG Threshold”).

4.7.2 Greenhouse Gas Emissions (VII.) Environmental Checklist and Discussion

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Table 4.7-1 provides the estimated GHG emissions for all phases of the Proposed Project.

Table 4.7-1: Total Project Greenhouse Gas Emissions (Annual)

Emission Source	Emissions (metric tons per year)			
	CO ₂	CH ₄	N ₂ O	Total CO _{2e}
Annual construction-related emissions amortized over 30 years	27.34	0.004	--	27.42
Area ^a	2.80e-3	1.00e-5	--	2.97e-3
Energy ^b	7.13	3.80e-4	8.00e-5	7.16
Mobile Sources ^c	203.87	8.44e-3	--	204.05
Waste	0.56	0.03	--	1.25
Water Usage	105.92	5.57e-3	1.15e-3	106.40
Total CO_{2e} (All Sources)	346.29			

Source: Urban Crossroads 2014b

Note: Totals obtained from CalEEMod™ and may not total 100% due to rounding.

Table results include scientific notation. *e* is used to represent *times ten raised to the power of* (which would be written as x 10^b) and is followed by the value of the exponent

a Includes emissions of landscape maintenance equipment and architectural coatings emissions

b Includes emissions of natural gas consumption

c Includes emissions of vehicle emissions and fugitive dust related to vehicular travel

Entry Improvements Projects

The majority of the Proposed Project’s buildout would occur as part of the Entry Improvements Projects. Based on the analysis in Table 4.7-1, development of the Proposed Project would result in approximately 346.29 MTCO₂e per year; and would not exceed the SCAQMD threshold of 3,000 MTCO₂e per year for GHG emissions for all uses (Urban Crossroads 2014b). The Entry Improvements Projects would be a subset of these impacts. Impacts are considered less than significant.

Future Projects

The Future Project elements were considered in the analysis of Greenhouse Gas impacts for the Proposed Project. Based on the analysis summarized in Table 4.7-1, development of the Proposed Project would result in approximately 346.29 MTCO₂e per year; and would not exceed the SCAQMD threshold of 3,000 MTCO₂e per year for GHG emissions for all uses (Urban Crossroads 2014b). The Future Projects would be a subset of these impacts. Impacts are considered less than significant.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

Emissions of GHGs for construction of all elements of the Proposed Project were calculated. The total annual emissions of 346.29 MTCO₂e per year would be below the SCAQMD threshold of 3,000 MTCO₂e per year (Urban Crossroads 2014b). The improvements proposed by the Proposed Project would be consistent with the goals of the SCAQMD recommendations for significance thresholds. The majority of the Proposed Project’s buildout would occur as part of the Entry Improvements Projects. Because the entire Master Plan would be consistent with SCAQMD recommendations, the Entry Improvements Projects would not conflict with an applicable plan, policy or regulation adopted to reduce emissions of GHGs. A less than significant impact would occur.

Future Projects

The Future Project elements are also a subset of the Proposed Project and would not conflict with SCAQMD goals. A less than significant impact would occur.

4.8 Hazards and Hazardous Materials

The River Wilderness Park is located along the northern boundary of the City of Azusa in an area designated as a Very High Fire Hazard Severity Zone (VHFSZ) (CAL FIRE 2011). According to the California Department of Toxic Substances Control the project site is not located on a list of hazardous materials site (DTSC 2014).

4.8.1 Hazards and Hazardous Materials (VIII.) Environmental Checklist and Discussion

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

Some hazardous materials, such as diesel fuel, would be used at the project site during construction. The transport of hazardous materials by truck is regulated by federal safety standards under the jurisdiction of the U.S. Department of Transportation. Herbicide used for the management and removal of nonnative plants would be stored on site. Currently herbicides are stored according to applicable laws and regulations and applied on the site by licensed applicators, including park rangers and landscape maintenance contractors, and this practice would continue. BMPs would avoid any accidental spill or release of such chemicals. The use of such materials would not create a significant hazard to the public. Impacts would be less than significant.

Future Projects

The project elements north of the San Gabriel River would implement similar guidelines as those described above for the handling of hazardous materials during construction and operation. It is anticipated that due to the smaller scale of the Future Projects impacts would be less than significant.

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

Entry Improvements Projects

On-site storage and/or use of large quantities of hazardous materials capable of affecting soil and groundwater are not proposed. The potential risk associated with accidental discharge during use and storage of equipment-related hazardous materials during the Entry Improvements Projects is considered low because the handling of any such materials would be addressed through the implementation of BMPs. Herbicides used on the site would be stored according to applicable regulations and used by licensed personnel. Therefore, no significant hazard to the public and environment from the release of hazardous materials into the environment is expected. A less than significant impact would occur.

Future Projects

The project elements north of the San Gabriel River would implement similar guidelines as those proposed for the Entry Improvements Projects. Impacts associated with the Future Projects would be the same as those described above and less than significant.

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

Entry Improvements Projects

The Entry Improvements Projects area is located south of the San Gabriel River between the El Encanto parking lot and SR-39, within the project site.

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There are no schools located within a one-quarter mile radius of the project site. St. Lucy's Priory High School is located approximately 1.4 miles southeast of the project site. No impact would occur.

Future Projects

The project elements located north of the San Gabriel River would be located within the project site. There are no schools within one quarter mile of the Future Projects. No impact would 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects area is located south of the San Gabriel River between the El Encanto parking lot and SR-39, within the Canyon Inn property. The Canyon Inn Property, including the Entry Improvements Projects sites, is not located on a list of hazardous materials sites (DTSC 2014). No impact would occur.

Future Projects

The project elements located north of the San Gabriel River would be located within the Canyon Inn Property, which is not located on a list of hazardous materials sites (DTSC 2014). No impact would 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 public use airport, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects area is located south of the San Gabriel River between the El Encanto parking lot and SR-39, within the project site. The project site is located approximately nine miles northeast of the El Monte Airport. The project site is not located within an airport land use plan or within two miles of a public use airport (City of Azusa 2004). The Entry Improvements Projects would not be located within an airport land use plan or within two miles of a public use airport. Therefore, no safety hazards to people residing or working in the project area would result due to the proximity to a public or public use airport.

Future Projects

The project elements located north of the San Gabriel River would be located within the project site, which is not located within an airport land use plan or within two miles of a public use airport (City of Azusa 2004). No impact would occur.

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f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects area is located south of the San Gabriel River between the El Encanto parking lot and SR-39, within the project site. The project site is not within the vicinity or approach/departure path of a private airstrip. No impact would occur.

Future Projects

The project elements located north of the San Gabriel River would be located within the project site, which is not located within the vicinity or approach/departure path of a private airstrip. No impact would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

The majority of the Canyon Inn Master Plan buildout would occur as part of the Entry Improvements Projects. Entry Improvements Projects would include the construction of a roundabout along SR-39 and parking improvements within the Canyon Inn Property. The use of SR-39 would be temporary and would not interfere with emergency response plan or emergency evacuation plan. A less than significant impact would occur.

Future Projects

The Future Projects elements of the Proposed Project would consist of less buildout than the Entry Improvements Projects. The construction would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. Impacts would be less than those mentioned above.

h) Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

The project site is located in an area designated as a Very High Fire Hazard Severity Zone (VHFHSZ) as recommended by CAL FIRE. In late 2005, and effective in 2008, the California Building Commission adopted California Building Code Chapter 7A requiring new buildings in VHFHSZs to use

ignition resistant construction methods and materials. These codes include provisions to improve the ignition resistance of buildings, especially from firebrands. The updated VHFHSZ are used by building officials for new building permits in local responsibility areas (CAL FIRE 2011). New structures on the project site would be constructed of flame resistant materials and implement BMPs to avoid an incidental spark occurrence. Additionally, the proposed project would maintain, preserve, and enhance the existing native on-site habitat resources, which have the potential to create hazardous fire conditions. It is anticipated that increased recreational use of the site would occur after the Entry Improvements Projects have been constructed exposing more people to a fire hazard. Mitigation Measure HAZ-1 would reduce these impacts to less than significant.

Future Projects

The project elements located north of the San Gabriel River, within the project site would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These elements would be located within an area designated as a VHFHSZ as recommended by CAL FIRE (CAL FIRE 2011). Native habitat restoration has the potential to create hazardous fire conditions. Increased recreational use of the site could expose more people to fire hazards. Similar to the Entry Improvements Projects, with the implementation of mitigation measure HAZ-1, impacts would be less than significant.

Mitigation Measure

HAZ-1 The WCA shall implement the following fire prevention measures during construction and operation, as applicable:

- Prevent the establishment or control invasive plant species that can increase the risk of fire;
- Prohibit smoking within the park;
- Prohibit all persons from lighting or maintaining fire of any kind, unless permit has been issued by the Watershed Conservation Authority;
- Prohibit the use of powered hobby motors and rockets that utilize a combustive fuel or rocket motor;
- Prohibit the use of power tools during periods of high and very high fire hazards;
- Limit public use of the park on red flag or high fire risk days, as determined by the National Weather Service or any other governmental agency;
- Limit driving on undeveloped areas to maintenance and emergency vehicles;
- During periods of high and very high fire hazard, prohibit the driving of maintenance vehicles into undeveloped areas of the property except for emergencies.

4.9 Hydrology and Water Quality

4.9.1 Environmental Setting

The project site is part of the San Gabriel River Watershed (HUC 18070106), which encompasses an approximately 640 square mile area in Los Angeles County. It is within the Santa Fe Flood Control Basin-San Gabriel River Sub-watershed (HUC 180701060601), which encompasses 35,187 acres.

The San Gabriel River Watershed is bound by the San Gabriel Mountains in the north, San Bernardino and Orange County to the east, and the Pacific Ocean to the south. The Los Angeles River watershed forms its western boundary. The San Gabriel River is divided into a west fork and east fork upstream of the project area at San Gabriel Reservoir. Headwaters of each of these forks are located in the San Gabriel Mountains within National Forest lands near the summits of Mt. Wilson and Mt. Baldy, respectively. The San Gabriel Mountains comprise part of the Transverse

Ranges of California and trend northwest to southeast. The San Gabriel River drains much of the southern face of the mountain range and flows approximately 58 miles south until its confluence with the Pacific Ocean. Major tributaries to the river include Walnut Creek, San Jose Creek, Coyote Creek, and numerous urban tributaries within the cities that the river passes through.

The Santa Fe Flood Control Basin-San Gabriel River Sub-watershed includes the portions of San Gabriel River below the confluence of its east and west forks, across the cities of Azusa, Duarte and Irwindale, and then south to El Monte. In the mountains, it is bounded by Monrovia Peak, Azusa Peak, and San Gabriel Reservoir. Morris Reservoir, just downstream from San Gabriel Reservoir, is located just upstream of the project area. Within the more urbanized parts of the sub-watershed, the San Gabriel River roughly follows Interstate 605 until its interchange with State Route 60. The Project area is located near the southernmost boundary of the natural portion of the sub-watershed.

The San Gabriel River Watershed and Santa Fe Flood Control Basin-San Gabriel River Subwatershed are within an arid region and there is little natural perennial surface water except along the San Gabriel River. Surface waters within these watersheds start in the upper erosion zone. This upper zone has the highest gradient and soils/geology that do not allow large quantities of percolation of surface water into the ground where the upper sub-watershed is located. Flows consist mainly of snowmelt and storm runoff from the lightly developed San Bernardino National Forest; the water is generally high quality at this point. Waters in these sub-watersheds are used for storage in reservoirs and ground water recharge (ECORP 2014b).

4.9.2 Hydrology and Water Quality (IX.) Environmental Checklist and Discussion

a) Would the project violate any water quality standards or waste discharge requirements?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

State Water Resources Control Board

In 1972, the CWA was amended to prohibit discharge of pollutants to Waters of the U.S. from any point source unless it is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. In 1987, further amendments to the CWA added Section 402(p), which established a framework for regulating municipal and industrial storm water discharges under the NPDES Program. On November 16, 1990, the EPA finalized regulations establishing storm water permit requirements for specific industries. These regulations provide that storm water discharges to waters of the US from construction projects with five or more acres of soil disturbance are prohibited unless the discharge is in compliance with an NPDES Permit. Further regulations (titled the Phase II Rule) which became final on December 8, 1999 lowered the permitting threshold from five acres to one acre.

While EPA regulations allow two permitting options for storm water discharges (Individual Permits and General Permits), the California State Water Resources Control Board (SWRCB) has elected to adopt only one statewide General Permit that applies to the majority of storm water discharges associated with construction activities. On August 19, 1999, the State Water Board reissued the

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General Construction Storm Water Permit (Water Quality Order 99-08-DWQ). On December 8, 1999 the State Water Board amended Order 99-08-DWQ to apply to sites as small as one acre (SWRCB 2010).

The latest General Construction Permit (Order No. 2009-0009-DWQ), with which the Canyon Inn Master Plan would comply, was adopted on September 2, 2009. Order No. 2009-0009 DWQ created several new significant changes including, formal training requirements, online permitting/SWPPP documentation upload, minimum BMPs, Numeric Action Levels for pH and turbidity, as well as monitoring based on project risk to sediment loss and threat to receiving waters (SWRCB 2010).

During the buildout of the Entry Improvement Projects, water quality impacts could occur without proper controls. Soils loosened during grading, spills of fluids or fuels from vehicles and equipment or miscellaneous construction materials and debris, if mobilized and transported offsite in overland flow, could degrade water quality.

Because the area of ground disturbance affected by construction of the Entry Improvements Projects would exceed one acre, the project would be subject to the requirements of the statewide National Pollutant Discharge Elimination System (NPDES) stormwater permit for construction activity under the General Construction Permit. The WCA would implement a SWPPP listing BMPs to prevent construction pollutants and products from violating any water quality standards or waste discharge requirements. Impacts would be less than significant.

Future Projects

The project elements north of the San Gabriel River would not exceed one acre and therefore would not be subject to the requirements of the statewide National Pollutant Discharge Elimination System (NPDES) stormwater permit for construction activity under the General Construction Permit. However, it is anticipated that the WCA would implement a SWPPP for all phases of the Proposed Project. Impacts would be the same as those analyzed for the Entry Improvements Projects.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

Entry Improvements Projects would include the installation of water lines to service amenities within the project site. The City of Azusa would provide water services for the River Wilderness Park. The Entry Improvements Projects would include the use of permeable pavement for parking areas and stream bank restoration, which would minimize the project's impact on groundwater recharge. Due to the small scale of the projects and sufficient water sources from the City of Azusa, the proposed improvements would not deplete groundwater supplies or affect groundwater recharge. A less than significant impact would occur.

Future Projects

The future phases of the Proposed Project would not include features that would involve the withdrawal of groundwater. The project elements north of the San Gabriel River would not affect groundwater recharge because it would not increase impervious surfaces within the project site. Impacts are expected to be less than those analyzed for the Entry Improvements Projects above.

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, in a manner that would result in substantial erosion or siltation on- or off-site?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

Entry Improvements Projects proposed by the Proposed Project would not substantially alter the existing drainage pattern of the project site. The drainage pattern would remain similar as current conditions. The WCA would implement a SWPPP which would include BMPs preventing substantial erosion or siltation. Additionally, the Proposed Project proposes drainage improvements to the project site. A less than significant impact would occur.

Future Projects

The project elements north of the San Gabriel River would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These Future Projects would require less grading and construction as compared to the Entry Improvements Projects. No structures that would impede drainage patterns would be proposed as part of the Future Projects. It is anticipated that a SWPPP would be implanted during all phases of the Proposed Project. Impacts would be the same as those analyzed for the Entry Improvements Projects.

d) 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 substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

Please see the response to 4.9.2 (c) above. A less than significant impact would occur.

Future Projects

Please see the response to 4.9.2 (c) above. A less than significant impact would occur.

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e) Would the project 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?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects would include the use of permeable pavement for parking areas and stream bank restoration. These improvements would have a long-term beneficial impact on site drainage. The Entry Improvements Project area would not substantially contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. Any new source of pollutants that would be created by the site improvements would be minimized to a less than significant level with the implementation of a SWPPP. The SWPPP would include BMPs that would be implemented during construction to prevent pollutants from entering the San Gabriel River. A less than significant impact would occur.

Future Projects

The project elements north of the San Gabriel River would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. Much like the Entry Improvements Projects, the construction of these Future Projects are not anticipated to substantially contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. It is expected that a SWPPP would be implemented during these phases of the Proposed Project. Impacts would be similar to those associated with the Entry Improvements Projects.

f) Would the project otherwise substantially degrade water quality?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects would not degrade water quality. Please see response to 4.9.2 (a) above. Incorporation of BMPs identified in a SWPPP, and compliance with conditions set forth in the NPDES, Construction General Permit would reduce impacts to less than significant.

Future Projects

Future projects proposed by the Proposed Project are not expected to degrade water quality. The analysis for the Entry Improvements Projects would apply to future phases. Impacts would be the same as those analyzed for the Entry Improvements Projects.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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The project site is located within a 100-year flood hazard area near the San Gabriel River (City of Azusa 2004).

Entry Improvements Projects

No housing is proposed as part of the Entry Improvements Projects. The existing flood hazard conditions would remain the same after completion of the improvements. A less than significant impact would occur.

Future Projects

Existing flood hazard conditions for the project site are expected to remain the same. The project elements north of the San Gabriel River would not include the construction of housing or habitable structure. Impacts to Future Projects would be the same as those analyzed for the Entry Improvements Projects.

h) Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is located within a 100-year flood hazard area near the San Gabriel River (City of Azusa 2004).

Entry Improvements Projects

The Entry Improvements Projects consist of the construction of several structures including a café/office/information building, pavilion, and restroom facilities. The Entry Improvements Projects would also include drainage improvements on the site that would have a long-term beneficial impact to the site. The design and placement of the buildings have been planned as to not substantially impede or redirect flood flows. A less than significant impact would occur.

Future Projects

The project elements located north of the San Gabriel River within the project site would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These elements are not expected to substantially impede or redirect flows.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The San Gabriel River flow is controlled by three dams upstream from the project site. The project site would continue its existing use as a recreational resource. The risk of loss, injury or death involving flooding due to the failure of a levee or dam is part of the existing conditions of the site.

Entry Improvements Projects

The Entry Improvements Projects would not include the construction of any habitable structures or create a permanent population on the site. The Entry Improvements Projects would include

recreational amenities along SR-39 and within the project site. These amenities are intermittent in use and are not expected to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, above current site conditions. A less than significant impact would occur.

Future Projects

The project elements north of the San Gabriel River, within the project site would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These elements would not include habitable structure or create a permanent population on the site. Similar to the Entry Improvements Projects, Future Projects are recreational amenities and would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, above current site conditions. Impacts would be the same as those associated with the Entry Improvements Projects.

j) Would the project be subject to inundation by seiche, tsunami, or mudflow?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

Although flows of the San Gabriel River at the project site are managed by upstream dams, the Entry Improvements Projects proposed in the Proposed Project would not increase the risk of inundation by seiche, tsunami, or mudflow. The project site would continue its existing use as a recreational resource. The risks of the sites inundation is part of the existing conditions of the site. A less than significant impact would occur.

Future Projects

The project elements located north of the San Gabriel River are anticipated to have similar impacts to those associated with the Entry Improvements Projects.

4.10 Land Use and Planning

4.10.1 Land Use and Planning (X.) Environmental Checklist and Discussion

a) Would the project physically divide an established community?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects area is located south of the San Gabriel River between the El Encanto parking lot and SR-39, within the project site. The project site is owned by the WCA and would not divide an established community. No impact would occur.

Future Projects

The project elements north of the San Gabriel River are located within the project site. These areas are owned by the WCA and would not divide an established community. No impact would occur.

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b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects area would be located on land owned by the WCA that is designated as Open Space by the City of Azusa General Plan (City of Azusa 2004). The Entry Improvements Projects proposed by the Proposed Project would not conflict with any applicable land use plans or policies. No impact would occur.

Future Projects

The project elements located north of the San Gabriel River are located on land owned by the WCA that is designated as Open Space by the City of Azusa General Plan (City of Azusa 2004). These elements would consist of recreational amenities that would be consistent with the current land designation. No impact would occur.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects would not be located within a habitat conservation plan or a natural community conservation plan (City of Azusa 2004). A conservation easement managed and monitored by the CDFW is located along the river bed and banks of the San Gabriel River. Improvements to the Entry Improvements Projects area would not conflict with this conservation easement. The Entry Improvement Projects would adhere to the General Standards for Protection for Biological Resources outlined in the Canyon Inn Master Plan. These standards propose comprehensive management practices that will be practiced on the site to ensure the retention of existing biological resources. No impact would occur.

Future Projects

The project elements located north of the San Gabriel River and identified within the Proposed Project as the Western Bank, Point Bar, Azusa Springs, and the Triangle would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. The Point Bar would be located within the CDFW conservation easement described above. Future phases of the Proposed Project would be required to comply with the General Standards for Protection for Biological Resources outlined in the Canyon Inn Master Plan. Impacts are anticipated to be less than significant.

4.11 Mineral Resources

4.11.1 Mineral Resources (XI.) Environmental Checklist and Discussion

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

Entry Improvements Projects

According to the USGS Mineral Resources Data System, the Entry Improvements Projects are not located in an area with any known mineral resource (USGS 2014). However, the City's General Plan identifies the area to the northwest of the Entry Improvements Project area as a Mineral Resource Zone-Sector A (City of Azusa 2004). The EIR for the City of Azusa's General Plan identifies Sector A as an estimated aggregate resource of 280 million tons (City of Azusa 2003). The Entry Improvements Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. There are no mining activities being conducted on the site, no mining activities are planned for this site, and there are no current or future mining activities occurring in the vicinity of the Entry Improvements Project area. No impact would occur.

Future Projects

The project elements located north of the San Gabriel River and identified within the Proposed Project as the Western Bank, Point Bar, Azusa Springs, and the Triangle would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These elements are located within or adjacent to Mineral Resource Zone-Sector A as defined by the City's General Plan. There are no mining activities being conducted on the site, no mining activities are planned for this site, and there are no current or future mining activities occurring in the vicinity of the project site. Impacts would be similar to those analyzed for the Entry Improvements Projects.

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?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, because no mining operations exist on the Entry Improvements Projects (USGS 2014). No impact would occur.

Future Projects

No mining operations exist within the Future Projects area (USGS 2014). Impacts would be the same as those discussed in the analysis above for the Entry Improvements Projects.

4.12 Noise

4.12.1 Environmental Setting

Sensitive Receptors

Some land uses are considered more sensitive to intrusive noise than others due to the amount of noise exposure and the types of activities typically involved at the receptor location. Noise exposure at these sensitive receptors is predicated on the magnitude and frequency of said noise event, exposure duration, and exterior-to-interior sound attenuation. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, and parks are generally more sensitive to noise than commercial and industrial land uses. The closest sensitive receptors are the residential homes located approximately 900 feet to the southwest of the project site.

City of Azusa Noise Control Ordinance

The City of Azusa municipal code establishes limitations to permissible construction hours. Construction must occur between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday, and from 9:00 a.m. to 5:00 p.m. on Sunday (Ord. No. 08-03, § 9, 5-14-08; Ord. No. 08-05, § 8, 6-2-08).

4.12.2 Noise (XII.) Environmental Checklist and Discussion

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

Noise generated by the construction of the Entry Improvements Projects would be temporary and no permanent noise sources would be created. Construction activities would take place within permitted hours (7:00 a.m. to 6:00 p.m.) per the City of Azusa's Noise Ordinance (Ord. No. 08-03, § 9, 5-14-08; Ord. No. 08-05, § 8, 6-2-08). Additionally, traffic volumes are not expected to significantly increase from existing conditions, and noise from traffic would be less than significant. Impacts would be less than significant.

Future Projects

The project elements located north of the San Gabriel River consisting of the Western Bank, Point Bar, Azusa Springs, and Triangle would comply with the City of Azusa's Noise Ordinance (Ord. No. 08-03, § 9, 5-14-08; Ord. No. 08-05, § 8, 6-2-08). Impacts would be the same as those analyzed for the Entry Improvements Projects above.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

The majority of the Proposed Project’s buildout would occur as part of the Entry Improvements Projects. The Entry Improvements Projects would involve the construction of several structures as well as the realignment of Old San Gabriel Canyon Road. The construction of these improvements would introduce temporary ground-borne vibrations and noise levels in the vicinity related to the use of heavy construction equipment. The potential impacts would diminish with distance, and there are no sensitive receptors within 25 feet of the site that would be affected by the vibration. The vibration from the use of heavy equipment would end at the completion of the construction activities. A less than significant impact would occur.

Future Projects

The Future Projects elements of the Proposed Project would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These elements are expected to create less groundborne vibration and groundborne noise levels as compared to the Entry Improvements Projects. Impacts would be less than those analyzed for the Entry Improvements Projects.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

Operational noise impacts associated with passive recreational uses would be the same as the current conditions. The increase in traffic-related noise is expected to be less than significant.

Future Projects

The project elements north of the San Gabriel River would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These elements are generally more passive in nature and are anticipated to create less ambient noise than the Entry Improvements Projects. Impacts would be less than those analyzed above.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

Temporary or periodic increases in ambient noise levels would occur during construction of the Entry Improvements Projects. Ambient noise levels would vary depending upon the specific activities and equipment used. The construction noise related impacts would end at the completion of construction activities. Ambient noise impacts would be less than significant.

Future Projects

The project elements north of the San Gabriel River would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These elements are generally more passive

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in nature and are anticipated to create less ambient noise than the Entry Improvements Projects. Impacts would be less than those analyzed above.

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 expose people residing or working in the project area to excessive noise levels?	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects area is not located within an airport land use plan or within two miles of a public airport (City of Azusa 2004). The Entry Improvements Projects area is located approximately nine miles northeast of the El Monte Airport. Noise generated by the construction of improvements proposed by the Proposed Project would be temporary and would not expose people residing or working in the area to excessive noise levels. No impact would occur.

Future Project

The project elements located north of the San Gabriel River are located within the project site. Please refer to the impacts analysis for the Entry Improvements Projects above. Impacts would be the same as the Entry Improvements Projects.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects area is not located within the vicinity of a private airstrip. Noise generated by the construction of the improvements proposed by the Proposed Project would be temporary and would not expose people residing or working in the project area to excessive noise levels. No impact would occur.

Future Projects

The project elements located north of the San Gabriel River are located within the project site. Please refer to the impacts analysis for the Entry Improvements Projects above. Impacts would be the same as the Entry Improvements Projects.

4.13 Population and Housing

4.13.1 Environmental Setting

The River Wilderness Park and surrounding area is designated as Open Space. The only neighborhood near the project site is the Mountain Cove residential development located to the southwest. The project area is primarily open space, with the Angeles National Forest/ San Gabriel Mountains National Monument directly to the north of the project site (City of Azusa 2004).

4.13.2 Population and Housing (XIII.) Environmental Checklist and Discussion

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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Entry Improvements Projects

The Entry Improvements Projects would not involve the construction of new housing; however, they would involve the construction a new Café/Office/Information building and restroom facilities. The project buildout and new café would create a small amount of new jobs. The Entry Improvements Projects would not substantially increase the employment opportunities in the area capable of inducing population growth. A less than significant impact would occur.

Future Projects

The future phases of the Proposed Project would involve the creations of a small number jobs during construction and maintenance. This increase would not be substantial and would not be capable of inducing population growth. Impacts would be less than significant.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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Entry Improvements Projects

The Entry Improvements Projects area is located south of the San Gabriel River between the El Encanto parking lot and SR-39. Currently there are no homes within the Entry Improvements Projects area; therefore the project would not displace any housing. No impact would occur.

Future Projects

The project elements north of the San Gabriel River are located on sites with no homes. No impact would occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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Entry Improvements Projects

Please see the response to 4.13.2 (a) above. No impact would occur.

Future Projects

Please see the response to 4.13.2 (a) above.

4.14 Public Services

4.14.1 Environmental Setting

Police Services

The Azusa Police Department provides police services to the River Wilderness Park and the entire City of Azusa (City of Azusa 2004). The Azusa Police Department’s main facility is located at 725 North Alameda Avenue, approximately two miles southwest of the project site.

Fire Services

The City of Azusa contracts with the Los Angeles County Fire Department (LACFD) for fire protection services. The city is serviced by Fire Station number 97 and Fire Station Number 32. Fire Station number 97 is located at 18453 E. Sierra Madre Avenue, approximately one mile south of the Canyon Inn Property. A new fire station is currently being constructed to replace Fire Station 97. This new station will be located on Sierra Madre Avenue across from the current location. In addition, the Forest division of LACFD and the USFS have a mutual aid agreement to provide personnel and equipment to respond to a forest fire depending on the severity and complexity of the emergency (City of Azusa 2004).

Schools

The Azusa Unified School District (AUSD) provides public school education to grades kindergarten to 12 living in Azusa. The district currently operates 12 elementary schools, 3 middle schools, and 3 high schools (AUSD 2015). Henry Dalton Elementary School is the closest school to the project site located at 500 East Tenth Street, approximately 1.7 miles south of the project site.

Parks

The City of Azusa has ten public parks that in total encompass over 52 acres of open space and recreational facilities. There are an additional 186 acres available through a joint-use agreement with AUSD. The closest park to the project site is Pioneer Park located approximate 1.2 miles south.

4.14.2 Public Services (XIV.) Environmental Checklist and Discussion

<p>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:</p> <ul style="list-style-type: none"> • Fire Protection? • Police Protection? • Schools? • Parks? • Other Public Facilities? 	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

The Entry Improvement Projects would not create a substantial new fire or public safety hazard. Although the Entry Improvements Projects are located within a VHFHSZ, service ratios for fire response would not be affected as no substantial new risk of fire hazard is anticipated, as discussed in Section 4.8.2 (h) (City of Azusa 2004). This Entry Improvements Projects area would be developed as a component of the Proposed Project within the River Wilderness Park. The River Wilderness Park would help serve as a regional connection to the Rio Hondo and the Los Angeles River in addition to serving as a local connection to the San Gabriel River Bike Trail, San Gabriel River Bikeway, Azusa Bike Path, Fish Canyon Trail, and Glendora Ridge Motorway. These improvements would be beneficial and would not result in any substantial adverse physical impacts associated with new or physically altered government facilities. Environmental impacts associated with the construction and operation of the Entry Improvements Projects are discussed in this Initial Study. All environmental impacts are less than significant, or are less than significant with mitigation. The Entry Improvements Projects are not expected to induce population growth; therefore, there would be no additional demand for schools, parks, or other public facilities. The improvements would not result in the need for new or physically altered government facilities nor affect response time or other performance objectives. A less than significant impact would occur.

Future Projects

Please refer to the discussion above. Impacts are expected to be the same as those discussed for the Entry Improvements Projects.

4.15 Recreation

4.15.1 Recreation (XV.) Environmental Checklist and Discussion

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

Entry Improvements Projects

The Entry Improvements Projects would incorporate multiple components of the Proposed Project to the Entry Improvements Project area, focusing on extending the San Gabriel River Bike Path and providing access through a safe crossing into the River Wilderness Park. These improvements would not substantially increase the use of existing neighborhood or regional parks to an extent that would cause substantial physical deterioration. It is anticipated that trail and bike path improvements would provide connections between regional parks. Although these could increase park visitation, they would not substantially increase the use of other park facilities to the extent where physical deterioration of facilities could occur. A less than significant impact would occur.

Future Projects

The project elements located north of the San Gabriel River and SR-39 would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These project elements would enhance current site conditions that could increase park visitation. Impacts would be the same as those analyzed for the Entry Improvements Projects above.

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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?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input checked="" type="checkbox"/>	Less than Significant Impact <input type="checkbox"/>	No Impact <input type="checkbox"/>
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Entry Improvements Projects

The Entry Improvements Projects would involve updating and improving the recreational facilities at the existing River Wilderness Park. These updates and improvements to recreational facilities would include extending the existing San Gabriel River bike trail to the Park, adding interpretive signage, river outlook areas, a nature trail, adding a café/bakery/information building, restrooms, camping areas and an adventure play area. Habitat restoration is also a focus of these improvements with General Standards for Protection of Biological Resources being a key component of the Proposed Project. Extending the trail would allow cyclist and pedestrians to safely access the River Wilderness Park without impacting the surrounding native vegetation. An overall beneficial impact to regional recreation would occur. Environmental impacts associated with the construction and operation of the Entry Improvements Projects are discussed in this Initial Study. All environmental impacts are less than significant, or are less than significant with mitigation as indicated in the other sections of this Initial Study.

Future Projects

The project elements located north of the San Gabriel River and SR-39 would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. The interpretive signage, river overlook areas, and nature trails would allow visitors to experience the native flora and fauna in the park and help them to understand the importance of protecting the natural environment. An overall beneficial impact to regional recreation would occur. Environmental impacts associated with the construction and operation of the Future Projects are discussed in this Initial Study. All environmental impacts are less than significant, or are less than significant with mitigation.

4.16 Transportation/Traffic

A focused traffic assessment was completed for the Proposed Project by Urban Crossroads, Inc. (Urban Crossroads 2014c). The purpose of the focused traffic assessment was to provide trip generation estimates and evaluate the proposed roundabout at the intersection of SR-39 and Old San Gabriel Canyon Road for existing (2015) and existing plus project (E+P) traffic conditions. Additionally, the intersection sight distance and stopping sight have also been evaluated. In 2015 another traffic assessment was completed for the Proposed Project by Urban Crossroads, Inc. (Urban Crossroads 2015). The purpose of this traffic assessment was to provide trip generation estimates for the Proposed Project and evaluate the proposed roundabout at the intersection of SR-39 and Old San Gabriel Canyon Road for existing (2015), Existing plus Project (E+P), Opening Year (2021) and Opening Year (2028) without and With Project traffic conditions. The intersection sight distance and stopping sight distance at the proposed roundabout was also evaluated. Additionally, the sight line at ABC Road to the Taylor House property was also analyzed in the focused traffic assessment (Urban Crossroads 2015). This analysis was completed for design purposes and is not part of the Proposed Project and/or River Wilderness Park and therefore will not be further discussed in this Initial Study.

4.16.1 Environmental Setting

Traffic Impact Analysis Methodology

Trip generation represents the amount of traffic which is both attracted to and produced by a development. The project site would consist of an approximately 26-acre site. Traffic generation rates for the Proposed Project have been derived from (Not So) Brief Guide of Vehicular Traffic General Rates for the San Diego Region (April 2002) published by San Diego Association of Governments (SANDAG). The rates published by SANDAG are more conservative compared to rates in the ITE Trip Generation Manual. As such, trip generation rates published by SANDAG have been used to provide a conservative estimate for project trips (Urban Crossroads 2014c; 2015).

4.16.2 Transportation/Traffic (XVI.) Environmental Checklist and Discussion

a) Would the project conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Proposed Project is anticipated to generate a total of 640 trips per day with approximately 26 AM peak hour trips and 52 PM peak hour trips. Based on existing travel patterns and roadway network, the project trip distribution was estimated at 95 percent to the south and 5 percent to the north on SR-39. Traffic volumes along SR-39 are not expected to significantly increase.

Operational performance of the proposed roundabout was then evaluated for Existing (2015), E+P, Opening Year (2021) and Opening Year (2028) without and with Project traffic conditions using the SIDRA Intersection software.

Table 4.16-1 summarizes the level of service and operational performance of existing (2015) volumes.

Table 4.16-1: Roundabout LOS and Operational Performance

	Existing (2015) AM Peak				Existing (2015) PM Peak			
	South	East	North	Intersection	South	East	North	Intersection
Average Delay (sec.)	3.0	2.8	2.7	3.0	2.8	2.7	3.0	2.9
LOS	A	A	A	A	A	A	A	A

Source: Urban Crossroads 2014c; 2015

Table 4.16-2 summarizes the level of service and operational performance of existing (2015) volumes.

Table 4.16-2: Roundabout LOS and Operational Performance + Project

	E+P AM Peak				E+P PM Peak			
	South	East	North	Intersection	South	East	North	Intersection
Average Delay (sec.)	3.1	2.9	2.7	3.0	2.9	2.9	3.1	3.0
LOS	A	A	A	A	A	A	A	A

Source: Urban Crossroads 2014c; 2015

Table 4.16-3 summarizes the level of service and operational performance for Opening Year (2021) volumes.

Table 4.16-3: Opening Year (2021) Roundabout LOS and Operational Performance

	2021 Without Project AM peak				2021 Without Project PM peak			
	South	East	North	Intersection	South	East	North	Intersection
Average Delay (sec.)	3.1	2.9	2.7	3.0	2.8	2.7	3.1	2.9
LOS	A	A	A	A	A	A	A	A
	2021 With Project AM peak				2021 With Project PM peak			
	South	East	North	Intersection	South	East	North	Intersection
Average Delay (sec.)	3.2	3.0	2.7	3.1	2.9	2.9	3.2	3.0
LOS	A	A	A	A	A	A	A	A

Source: Urban Crossroads 2015

Table 4.16-4 summarizes the level of service and operational performance for Opening Year (2028) volumes.

Table 4.16-4: Opening Year (2028) Roundabout LOS and Operational Performance

	2028 Without Project AM peak				2028 Without Project PM peak			
	South	East	North	Intersection	South	East	North	Intersection
Average Delay (sec.)	3.2	2.9	2.7	3.1	2.8	2.7	3.1	3.0
LOS	A	A	A	A	A	A	A	A
	2028 With Project AM peak				2028 With Project PM peak			
	South	East	North	Intersection	South	East	North	Intersection
Average Delay (sec.)	3.3	3.0	2.7	3.2	3.0	2.9	3.2	3.1
LOS	A	A	A	A	A	A	A	A

Source: Urban Crossroads 2015

Entry Improvements Projects

During construction, workers would access the work site using SR-39 to access the Old San Gabriel Canyon Road leading to the Entry Improvements Projects area. Traffic generated by the construction of the Entry Improvements Projects would be minimal and temporary. The LOS would not change with the proposed roundabout in place, and would remain at LOS A. The Entry Improvements Projects would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The Entry Improvements Projects would not conflict with the Los Angeles County Congestion Management Program (CMP) (MTA 2010). Any increases in traffic generated by these improvements would be temporary and any congestion would be short term. Impacts would be less than significant.

Future Projects

The future project elements of the Proposed Project would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. The Future Projects have been considered in this analysis. It is anticipated that impacts would be less than those analyzed for the Entry Improvements Projects above, and that the LOS would remain at A.

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

Please see the response to question 4.16.2 (a) of this section. No impact would occur.

Future Projects

Please see the response to question 4.16.2 (a) of this section. Impacts would be the same as those discussed for the Entry Improvements Projects.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

The City of Azusa is not located within an airport land use plan influence area (City of Azusa 2013). The Entry Improvements Projects would not include structures or operational conditions that would require a change of air traffic patterns or increase traffic levels or a change in location that would result in substantial safety risks. No impact would occur.

Future Projects

The Future Projects elements of the Proposed Project would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These elements have a low profile construction that would not change air traffic levels or increase safety risks. No impact would occur.

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d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects would include a new roundabout along SR-39 just west of Old San Gabriel Canyon Road. Intersection and stopping sight distance have been evaluated for the proposed roundabout based on guidance in Report 672 *Roundabouts: An Informational Guide (Second Edition)* published by the National Cooperative Highway Research Program and the Federal Highway Administration and *A Policy on Geometric Design of Highways and Street* (AASHTO "Green Book"). No more than the minimum required intersection sight distance would be provided on each approach. Landscaping can be effective in restricting sight distance to the minimum requirements. Adequate visibility for vehicular and pedestrian traffic would be provided at the intersection by limiting sight obstructions within the limited use area. Any landscaping within the limited use area would not exceed 3.5 feet in height for intersection sight distance and 2 feet for stopping sight distance. The limited use area would be kept clear of any landscaping or any other obstructions that may impede the visibility of the driver. A less than significant impact would occur.

Future Projects

The project elements located north of the San Gabriel River and identified within the Proposed Project as the Western Bank, Point Bar, Azusa Springs, and the Triangle would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These elements would not change traffic patterns or increase hazards. No impact would occur.

e) Would the project result in inadequate emergency access?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects would not result in inadequate emergency access. Emergency access during construction of the roundabout in SR-39 would be maintained. Construction activities would be temporary. The Entry Improvements Projects would be located adjacent to and away from SR-39, and thus would not affect emergency access. Furthermore, improvements along Old San Gabriel Canyon road would provide better emergency access to the River Wilderness Park after construction. Impacts would be less than significant.

Future Projects

Future phases of the Proposed Project would involve elements off of SR-39 and north of the San Gabriel River. These elements are not anticipated to cause inadequate emergency access in the area. Impacts would be the same as those discussed for the Entry Improvements Projects.

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f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects would not conflict with public transportation programs, plans, or policies. Traffic could increase during construction, but would be temporary (see answer to question a) of this section). During operation traffic would be similar to the current conditions and transportation facilities would continue to perform as they do currently. Additionally, the Entry Improvements Projects proposes the extension of the bike path along SR-39 resulting in a beneficial improvement to the trail system. No impact would occur.

Future Projects

The project elements located north of the San Gabriel River and identified within the Canyon Inn Master Plan as the Western Bank, Point Bar, Azusa Springs, and the Triangle would consist of nature trails, river overlooks, habitat restoration, and interpretive signage installation. These elements would be beneficial to the overall function of the River Wilderness Park. Impacts would be the same as those described above.

4.17 Utilities and Service Systems

4.17.1 Environmental Setting

Water Service

The Azusa Light and Water Department provides water services to the residents of the City of Azusa. Groundwater from the Main San Gabriel Groundwater Basin is the main source of this water supply. Additional sources for the city's water supply include water from the San Gabriel River that is treated at the Canyon Filtration Plant. In extreme conditions when low availability of water from wells and the river is present, replenishment water is purchased from the Metropolitan Water District (MWD) or the San Gabriel Valley Municipal Water District (SGVMWD) through the Main San Gabriel Basin Watermaster. Supplemental treated water is also purchased from MWD when system demands exceed the capacity of the wells and treatment plant (City of Azusa 2004).

Wastewater

The City of Azusa owns, operates, and maintains the local sewer lines that collect wastewater within city limits. The City lies within District 22 of the Los Angeles County Sanitation District. Northern areas of the City are not within District 22. The project site is located just north and west of the northernmost District 22 boundary. The project site currently has a septic tank system in place (City of Azusa 2004).

Solid Waste

Athens Disposal Company, a private waste hauler, is contracted to provide solid waste disposal services for the City of Azusa.

4.17.2 Utilities and Service Systems (XVII.) Environmental Checklist and Discussion

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects would incorporate a Café/Office/Information building and restrooms that would require water and sewer line connections. Due to the small scale of the facilities proposed, improvements would not generate substantial new wastewater that would require or result in the construction of additional new stormwater drainage facilities or expansion of existing facilities. Therefore, the Entry Improvements Projects would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. A less than significant impact would occur.

Future Projects

The project elements proposed for future phases of the Proposed Project would not require water or generate wastewater during operation. Impacts would be less than those identified for the Entry Improvements Projects.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

Please refer to the analysis in question 4.17.2 (a) above.

Future Projects

Please refer to the analysis in question 4.17.2 (a) above

c) Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

Please refer to the analysis in question 4.17.2 (a) above.

Future Projects

Please refer to the analysis in question 4.17.2 (a) above

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d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects would incorporate a Café/Office/Information building and restrooms that would require water and sewer line connections. The Entry Improvements Projects would also require water during construction for dust control. Groundwater from the Main San Gabriel Groundwater Basin is the main source of this water supply. Due to the small scale of the water requirements and sufficient water sources from the City of Azusa, no new or expanded entitlements would be needed. A less than significant impact would occur.

Future Projects

The project elements proposed for future phases of the Proposed Project would not require water during operation but would require water for dust control during construction. Impacts would be less than those analyzed for the Entry Improvements Projects above.

e) 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

Please refer to the analysis in question 4.17.2 (a) above.

Future Projects

Please refer to the analysis in question 4.17.2 (a) above

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

The majority of the Proposed Project's buildout would occur as part of the Entry Improvements Projects. The Entry Improvements Projects are expected to generate construction related debris. However, the amount of solid waste generated from these activities is anticipated to be minimal and would not affect the existing capacity at the landfill. The impact would be less than significant.

Future Projects

The future project elements of the Proposed Project would consist of less buildout than the Entry Improvements Projects. It is anticipated that impacts would be less than those analyzed for the Entry Improvements Projects above.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Entry Improvements Projects

The majority of the Proposed Project’s buildout would occur as part of the Entry Improvements Projects. All waste generated by the Entry Improvements Projects would be disposed of in accordance with applicable state/federal/local statutes and regulations related to solid waste. No impact would occur.

Future Projects

The Future Projects elements of the Proposed Project would generate less waste than the Entry Improvements Projects. It is anticipated that impacts would be less than those analyzed for the Entry Improvements Projects above.

4.18 Mandatory Findings of Significance

4.18.1 Mandatory Findings of Significance (XVIII.) Environmental Checklist and Discussion

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

With mitigation described in this Initial Study, the Entry Improvements Projects would not have a significant impact on fish and wildlife species or their habitat or eliminate important examples of major periods of California history or prehistory.

Future Projects

It is anticipated that impacts would be less than those analyzed for the Entry Improvements Projects above.

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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)?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

The Entry Improvements Projects would not result in any impacts that are significant, after mitigation. With the mitigation listed in this Initial Study, impacts from the Entry Improvements Projects would not be cumulatively considerable.

Future Projects

It is anticipated that impacts would be less than those analyzed for the Entry Improvements Projects above.

c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Entry Improvements Projects

Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures listed in this Initial Study.

Future Projects

It is anticipated that impacts would be less than those analyzed for the Entry Improvements Projects above.

SECTION 5. LIST OF PREPARERS

Watershed Conservation Authority

Lead Agency

ECORP Consulting, Inc.

CEQA Documentation/Biological and Cultural Resources

Urban Crossroads

Air Quality/ Greenhouse Gases/ Traffic

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SECTION 7. LIST OF APPENDICES

Appendix A – Air Quality Impact Analysis

Appendix B – Biological Resources Technical Report

Appendix C – Jurisdictional Delineation

Appendix D – Cultural Resources Assessment

Appendix E – Paleontological Report

Appendix F – Greenhouse Gas Analysis

Appendix G – Traffic Assessments

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