

**Initial Study  
&  
Mitigated Negative Declaration  
for the  
Pico Rivera Regional Bikeway Project**

Lead Agency:  
**City of Pico Rivera**  
6615 Passons Boulevard  
Pico Rivera, CA 90660  
Contact: Christina Foulkes

Prepared by:  
**VCS Environmental**  
30900 Rancho Viejo Road, Suite 100  
San Juan Capistrano, California 92675  
Contact: Dan Bott

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## LIST OF ACRONYMS

AB	<i>Assembly Bill</i>
APE	<i>Area of Potential Effect</i>
ARB	<i>California Air Resources Board</i>
AQMP	<i>Air Quality Management Plan</i>
BMPs	<i>Best Management Practices</i>
BSA	<i>Biological Study Area</i>
CAAQS	<i>California Ambient Air Quality Standards</i>
CalEEMod	<i>California Emissions Estimator Model</i>
Caltrans	<i>California Department of Transportation</i>
CARB	<i>California Air Resources Board</i>
CCR	<i>California Code of Regulations</i>
CDFW	<i>California Department of Fish and Wildlife</i>
CEQA	<i>California Environmental Quality Act</i>
CHRIS	<i>Cultural Historical Resources Information System</i>
CNDDDB	<i>California Natural Diversity Database</i>
CNEL	<i>Community Noise Exposure Level</i>
DSAC	<i>Dam Safety Action Classification</i>
DWR	<i>California Department of Water Resources</i>
dB	<i>Decibel</i>
EPA	<i>United States Environmental Protection Agency</i>
EIR	<i>Environmental Impact Report</i>
FTA	<i>Federal Transit Administration</i>
GHG	<i>Greenhouse Gas</i>
HP	<i>Horsepower</i>
IS/MND	<i>Initial Study/Mitigated Negative Declaration</i>
I-5	<i>Interstate 5</i>
I-605	<i>Interstate 605</i>
LACSD	<i>Lps Angeles County Sanitation District</i>
Lb	<i>Pound</i>
Leq	<i>Average Background Noise Level</i>
LID	<i>Low Impact Development</i>
LST	<i>Localized Significance Threshold</i>
ND	<i>Negative Declaration</i>
NOI	<i>Notice of Intent</i>
MATES	<i>Multiple Air Toxics Exposure Study</i>
MBTA	<i>Migratory Bird Treaty Act</i>
MND	<i>Mitigated Negative Declaration</i>
MLD	<i>Most Likely Descendant</i>
MSL	<i>Mean Sea Level</i>
MS4	<i>Municipal Separate Storm Sewer System</i>
MT	<i>Metric Ton</i>
NAAQS	<i>National Ambient Air Quality Standards</i>

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NAHC	<i>Native American Heritage Commission</i>
NES	<i>Natural Environment Study</i>
NPDES	<i>National Pollutant Discharge Elimination System</i>
OHWM	<i>Ordinary High Water Mark</i>
PM <sub>10</sub>	<i>Particulates 10 microns or less in diameter</i>
PM <sub>2.5</sub>	<i>Particulates 2.5 microns or less in diameter</i>
PRC	<i>Public Resources Code</i>
REC	<i>Recognized Environmental Concern</i>
ROG	<i>Reactive Organic Gas</i>
RWQCB	<i>Regional Water Quality Control Board</i>
SB	<i>Senate Bill</i>
SCAB	<i>South Coast Air Basin</i>
SCAG	<i>Southern California Association of Governments</i>
SCAQMD	<i>South Coast Air Quality Management District</i>
SCE	<i>Southern California Edison</i>
SRA	<i>Sensitive Receptor Area</i>
STC	<i>Sound Transmission Class</i>
SWPPP	<i>Storm Water Pollution Prevention Plan</i>
SWRCB	<i>State Water Resources Control Board</i>
TAC	<i>Toxic Air Contaminant</i>
TMDL	<i>Total Maximum Daily Load</i>
USACE	<i>United States Army Corps of Engineers</i>
USFWS	<i>United States Fish and Wildlife Service</i>
UWMP	<i>Urban Water Management Plan</i>
VCS	<i>VCS Environmental</i>
Vdb	<i>Vibration Decibel</i>
VMT	<i>Vehicle Miles Traveled</i>
VOCs	<i>Volatile Organic Compounds</i>
WQMP	<i>Water Quality Management Plan</i>

## **SECTION 1.0 INTRODUCTION**

### **Purpose**

The California Environmental Quality Act (CEQA) requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before taking action on those projects. This Initial Study has been prepared to disclose and evaluate short-term construction related impacts and long-term operational impacts associated with the implementation of the Pico Rivera Regional Bikeway (Proposed Project). Pursuant to Section 15367 of the State CEQA guidelines, the City of Pico Rivera is the Lead Agency and has the principal responsibility of approving the Proposed Project. As the Lead Agency, the City of Pico Rivera is required to ensure that the Proposed Project complies with CEQA and that the appropriate level of CEQA documentation is prepared. Through preparation of an Initial Study as the Lead Agency, the City of Pico Rivera would determine whether to prepare an Environmental Impact Report (EIR), Negative Declaration (ND) or Mitigated Negative Declaration (MND).

If the Lead Agency finds that there is no evidence that a project activity either as proposed or as modified to include mitigation measures identified in the Initial Study prior to its public circulation, would not cause a significant effect on the environment, the Lead Agency may prepare a ND or MND. Based on the conclusions of this Draft Initial Study, the City of Pico Rivera has recommended that the appropriate level of environmental documentation for the Proposed Project is a MND. This Initial Study and Mitigated Negative Declaration (IS/MND) addresses the direct, indirect, and cumulative environmental effects associated with the Proposed Project.

### **Statutory Authority and Requirements**

This IS/MND has been prepared in accordance with the CEQA, Public Resources Code Section 21000 et seq. State CEQA Guidelines and City of Pico Rivera Environmental Procedures. Section 15063 of the CEQA Guidelines identifies global disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study must include: (1) a description of the Project, including the location of the Project; (2) an identification of the environmental setting; (3) an identification of environmental effects by use of a checklist, matrix or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of whether the Project is compatible with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the IS.

### **Intended Uses of this Initial Study and Mitigated Negative Declaration**

This IS/MND is intended to be an informational document for the City of Pico Rivera as Lead Agency, the general public, and for responsible agencies to ensure adequate mitigation measures are identified to reduce potential significant impacts to a less than significant level. The IS/MND would be used as the supporting CEQA environmental documentation for construction and encroachment permits, access agreements, and related construction contracts and agreements.

### **Tiered Documents and Incorporation by Reference**

Information, findings, and conclusions contained in this IS/MND are based on incorporation by reference of tiered documents, and technical studies that have been prepared for the Proposed Project. This document incorporates by reference the City of Pico Rivera General Plan and the



General Plan EIR, certified in 2014. The General Plan EIR is available for review at City of Pico Rivera, 6615 Passons Boulevard, Pico Rivera, CA 90660.

**Technical Studies**

The following technical studies were prepared for the Proposed Project and are available for public review concurrently with the IS/MND. The technical studies are attached as appendices to the IS/MND.

Appendix A: Air Quality/Greenhouse Study

Appendix B: Natural Environment Study

Appendix C: Jurisdictional Delineation and Map

Appendix D-1: Archaeological Survey Report

Appendix D-2: Finding of No Adverse Effect Without Standard Conditions

Appendix E: Energy Calculation Memo

Appendix F: Geotechnical Report

Appendix G: Preliminary Hydraulic Impact Analyses

Appendix H: National Pollution Discharge Elimination System Compliance Memorandum

Appendix I: Geo Tracker Map and List

Appendix J: Noise Study

Appendix K: Traffic Analysis Technical Memorandum

Appendix L: Parking Analysis of Mines Avenue

## SECTION 2 PROPOSED PROJECT

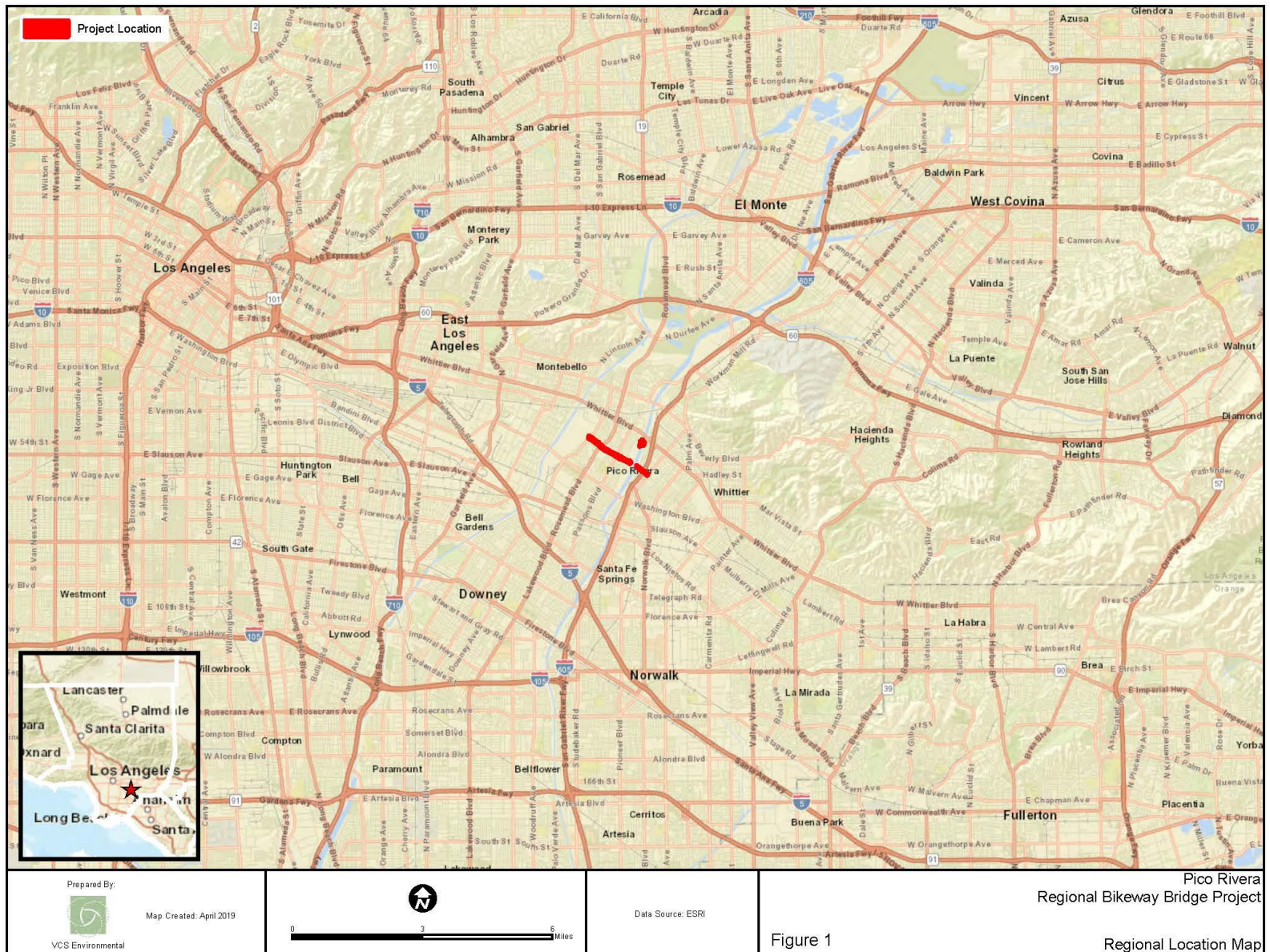
The Proposed Project would be implemented within the City of Pico Rivera and involves, the construction of a Class IV Bikeway and associated water quality and road improvements to Mines Avenue from Paramount Boulevard to the San Gabriel River, construction of a bicycle/pedestrian bridge over the San Gabriel River, reconstruction and restriping of the Class I Bikeway and Class II Bikeway along Dunlap Crossing Road.

### Background

As shown in Figure 1, the City of Pico Rivera is located on the southern edge of the San Gabriel Valley in southeastern Los Angeles County, approximately ten miles southeast of downtown Los Angeles. Pico Rivera is situated north of the Interstate 5 freeway (I-5) and west of the Interstate 605 freeway (I-605). Pico Rivera is surrounded by the City of Downey to the south, the City of Montebello to the west, and the cities of Whittier and Santa Fe Springs to the east. Pico Rivera occupies a narrow area of land between Rio Hondo River and San Gabriel River. It is approximately 6 miles long along the north-south axis and approximately 2.4 miles wide along its east-west axis. The two rivers and their spreading grounds generally form the western and eastern boundaries of the city. Telegraph Road forms the city's southern boundary and the Whittier Narrows Regional Park borders the city on the north.

Regional bicycle and off-road biking trails exist along the eastern side of the San Gabriel River (San Gabriel River Bike Trail) and the western side of the Rio Hondo Channel (called the Lario Bike Trail). These regional trails provide off-street bicycle and pedestrian access to the Whittier Narrows Recreation Area to the north, adjacent cities to the south, and the Pacific Ocean to the south.

The Proposed Project would provide an east-west connection to San Gabriel River Bike Trail and the Lario Bike trail with the construction of a Class IV Bikeway. A Class IV Bikeway (separated bikeway) is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, landscape planters, flexible posts, inflexible physical barriers, or on-street parking. Additionally, the Proposed Project includes reconstruction of the Dunlap Crossing Class I Bikeway and reconstruction and restriping of the Class II Bikeway along Dunlap Crossing Road. Class I Bikeways are paved rights-of-way completely separated from streets. Bike paths are often located along waterfronts, creeks, railroad rights-of-way or freeways with a limited number of cross streets and driveways. These paths are typically shared with pedestrians. Class II Bikeways are on-street facilities designated for bicyclists using stripes and stencils.



## **Project Description**

As shown in Figure 2, the Proposed Project involves the construction of a Class IV Bikeway and associated road improvements to Mines Avenue, reconstruction and restriping of a Class II Bikeway and Class I Bikeway along Dunlap Crossing Road and construction of a bicycle/pedestrian bridge over the San Gabriel River.

### Mines Avenue Class IV Bikeway

Mines Avenue is a two-lane undivided roadway that functions as a collector facility from the city's western edge to Passons Boulevard where it continues as a local road. Mines Avenue allows for east-west circulation in the north central portion of the city, and functions as an alternative to Washington Boulevard and Whittier Boulevard. A combination of on-street parallel and diagonal parking is provided along the roadway. The majority land uses within the Project area are single family residential land uses that front along Mines Avenue. Other sensitive land uses within the Project area include; Smith Park, Pio Pico Woman's Club and the Pico Rivera Senior Center.

The proposed Mines Avenue Class IV Bikeway would extend from Paramount Boulevard to the San Gabriel River trail. The proposed Class IV Bikeway would maintain existing traffic controls at intersections and side streets. Bicycle traffic using the bikeway along Mines Avenue would be controlled in the same manner as adjacent through vehicle traffic. The existing traffic signals at Paramount Boulevard and Rosemead Boulevard would be modified to provide bicycle signal indications. After complying with prevailing traffic control devices, bikes would cross intersections and side streets at grade to the far side median/bikeway. There will be no mid-block access to the median/bikeway. All access to the bikeway would be at the end of street segments or at intersections and side streets. The bikeway will be separated from parking areas and vehicle travel lanes by a bioswale on each side. The reduced through lanes and proximity of vehicles to the bioswale and on-street parking is expected to decrease speeds along the roadway. It is anticipated that the prevailing speeds along the roadway would decrease creating a traffic calming effect and create a more accommodating environment for increased bike volumes.

The construction of the Mines Avenue Class IV Bikeway would require the reconstruction of Mines Avenue. The roadway would be converted to one travel lane in each direction along the entire roadway segment from Paramount Boulevard to the San Gabriel River Trail. Because of the low traffic volumes along Mines Avenue, the single travel lanes in each direction is not expected to increase traffic congestion along the roadway. Additionally, the anticipated traffic calming features are expected to reduce vehicle speeds and lower the maximum capacity of the roadway. All Project intersection configurations would be adequate to accommodate expected traffic volumes throughout the Project limits.

As shown on Figure 3, the Mines Avenue Class IV Bikeway would be located along the center median of the roadway and would consist of 2 five-foot wide bike lanes with a 4 to 6- foot landscape bioswale on both sides of the bikeway. The proposed bioswale would treat surface water runoff and increase water quality and provide an aesthetically pleasing landscape corridor. As part of the construction of the Class IV Bikeway, the grade of Mines Avenue would be slightly inverted to convey surface water runoff from the street into the proposed bioswale along the center of the roadway.

As part of the construction of the Class IV Bikeway and reconstruction of Mines Avenue, some onsite parking spaces would be eliminated. Presently, Mines Avenue has public parking along the entire

length of the roadway and includes parallel parking from Paramount Boulevard to Rosemead Boulevard and Lindsey Avenue to Cord Avenue, and angled parking from Rosemead Boulevard to Lindsay Avenue and Cord Avenue to the San Gabriel River Path. Table 1 identifies the amount of parking spaces provided along various segments of Mines Avenue. As shown in Table 1 there are currently 446 parking spaces along Mines Avenue. After construction of the Proposed Project a total of 47 parking spaces would be eliminated.

**Table 1 Existing and Proposed Parking Spaces on Mines Avenue**

Segment	Existing Parking Spaces =446		Proposed Parking Spaces =399		Loss/Gain = -47	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
1. Paramount Boulevard to Rosemead Boulevard	51	49	59	54	8	5
2. Rosemead Boulevard to Passons Boulevard	103	67	73	79	-30	12
3. Passons Boulevard to Rimbank Avenue	91	85	72	62	-19	-23
<b>Total</b>	<b>245</b>	<b>201</b>	<b>204</b>	<b>195</b>	<b>-41</b>	<b>-6</b>

The on-street parking that would be eliminated would be guest parking and would not reduce the amount of required parking spaces for residential uses along Mines Avenue. To assess the demand for on street parking along Mines Avenue a parking utilization study was prepared on April 25, 2019. Parking counts along Mines Avenue were recorded every half hour for a 12-hour period from 5:00 pm to 5:00am. The parking analysis of Mines Avenue is presented in Appendix L. The parking study documented the amount of occupied parking spaces during various hours of the day and evening during the 12-hour period. A summary of the roadway segments that have the highest and lowest parking occupancy rates is shown in Table 2 and Table 3. The remaining roadway segments had an average of 50% or less occupancy at any given time. Based on the percent of parking utilization within the Project area, the 47 eliminated parking spaces would not create a parking shortage.

**Table 2: Lowest Occupancy On-Street Parking on Mines Avenue**

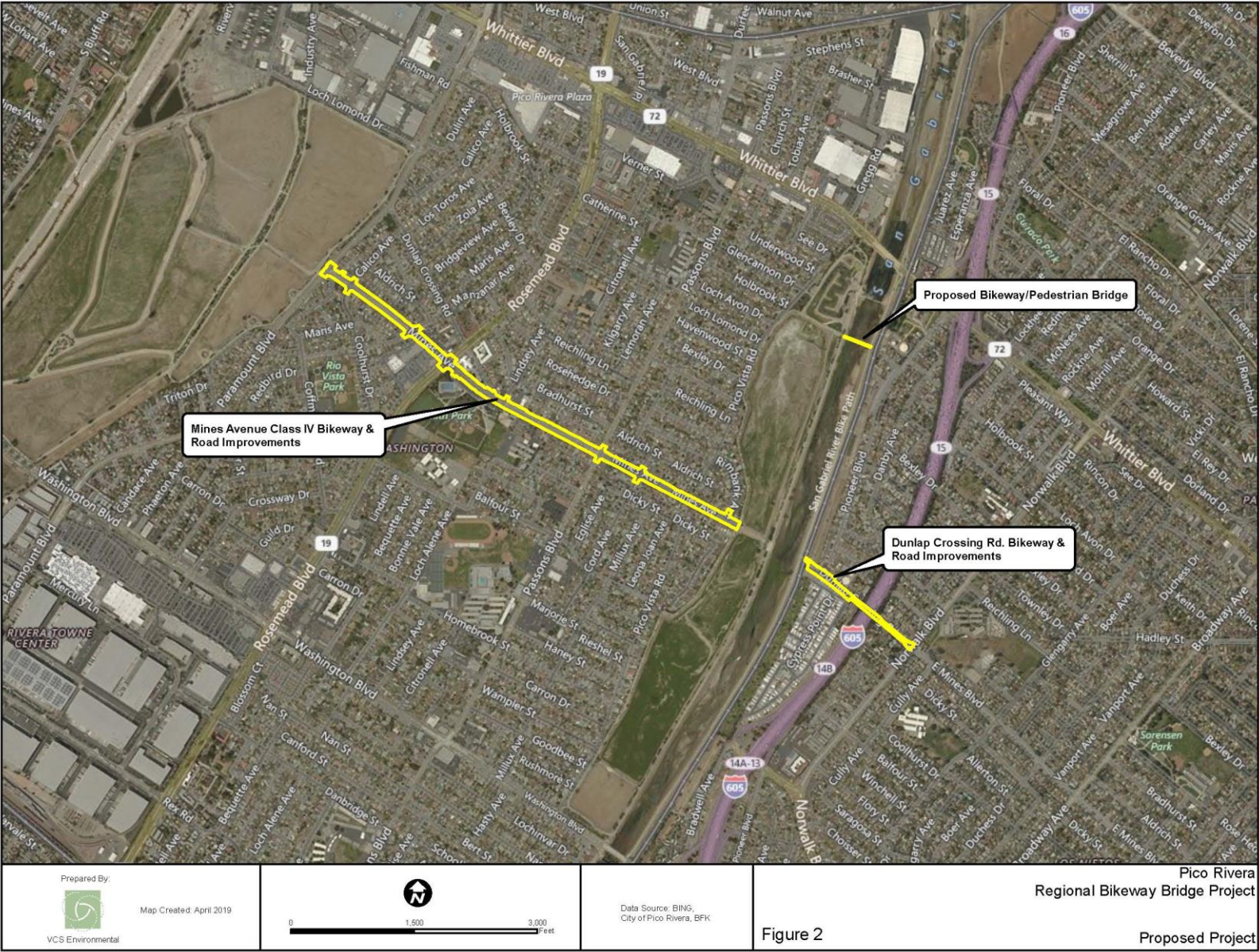
Segment	Time	Percent Occupied
Paramount Boulevard to Paramount Lane	12:00 am to 5:00 am	0%
Paramount lane to Calico Avenue	5:00 pm-5:00 am	0% to 50%
Calico Avenue to Rosemead Boulevard	5:00 pm -5:00am	20% to 60%

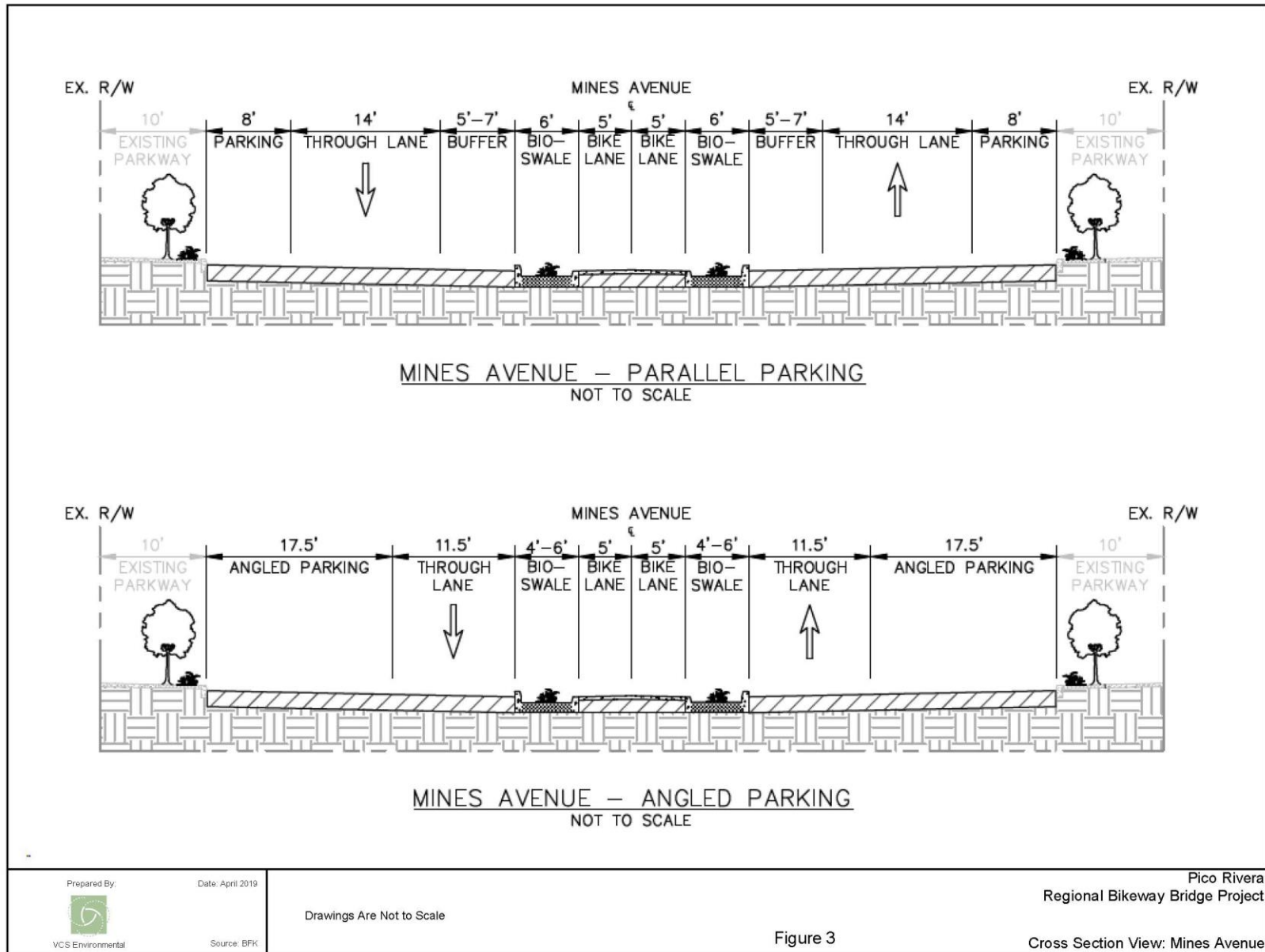
**Table 3: Highest Occupancy On-Street Parking on Mines Avenue**

<b>Segment</b>	<b>Time</b>	<b>Percent Occupied</b>
Passons Boulevard to Cord Avenue	5:00 pm to 5:00 am	70% to 90%
Cord Avenue to Rimbank Avenue	5:00 pm-11:30 pm	65% to 100%

During construction existing parking spaces would be temporarily displaced. Because the Proposed Project would be constructed phases, approximately 4,000 feet of Mines Avenue would not be under construction at any given time and would have available on-street parking. The existing parking conditions along Mines Avenue within the project area has only one section (Cord Avenue – Rimbank Avenue) that reached 100% occupancy. Therefore, during construction the remaining sections of the street not under construction should be able to accommodate residents affected by the construction. During construction, a Temporary Parking Plan consisting of a public outreach and signage program would be implemented to direct residents to available parking areas in the neighborhood.









## **Construction Operations**

The Mines Avenue Class IV Bikeway would involve 3 primary construction phases, Mobilization, Roadway Demolition and Reconstruction and Bikeway Construction. The construction activities would occur in 1,000-foot segments and would alternate along the northbound and southbound travel lanes to allow for vehicle and pedestrian access.

### Phase 1-1: Mobilization

Phase 1-1 would involve the mobilization of construction equipment, the establishment of equipment staging and material laydown areas and placement of traffic controls. Designated truck routes would be used to mobilize construction equipment and bring materials into the Project area. The location of construction equipment staging areas and material laydown areas would be coordinated with City staff to ensure public safety.

### Phase 1-2: Roadway Demolition and Reconstruction

Phase 1-2 would involve the demolition and reconstruction of Mines Ave. The proposed improvements would occur within the curb to curb right-of-way and would not require any property acquisitions. The demolition activities would remove approximately 16 inches of existing asphalt and crushed aggregate base and 4-feet of the existing roadway subgrade to construct the invert grade of the roadway. Along the 1,000-foot  $\frac{1}{2}$  roadway segment of Mines Avenue, approximately 5,180 cubic yards of material would be removed. The material would either be hauled offsite for disposal, or depending on suitability, stockpiled for reuse. Approximately 370 daily truck trips would be required to haul off the removed material. Once the material is removed, the exposed area along the roadway subgrade would allow for any utility relocations.

Once demolition activities and utility relocations are completed, suitable stockpile material and other material if needed would be hauled into the construction site. The material would be compacted and used as backfill to construct the inverted roadway grade. Approximately 375 daily trips would be required to haul the material into the construction site. Once the roadway grade is set, crushed aggregate base would be constructed and the roadway surface would be paved.

Once the paving is completed on one side of the roadway, the demolition and reconstruction activities would occur on the alternate side of the road and traffic would be directed to the newly constructed roadway segment. It is anticipated that each 1,000-foot  $\frac{1}{2}$  roadway segment would require 6 construction days to be complete.

A combination of traffic control systems would be implemented to direct traffic and ensure pedestrian safety. During the demolition and reconstruction existing on-street parking would be temporarily displaced. After each 1,000-foot segment of new roadway is constructed, on-street parking would again be permitted. During the construction period a temporary parking plan would be implemented to minimize the temporary loss of parking.

A listing of the mix of construction equipment for Phase 1-2 is shown in Table 4.

**Table 4: Phase 1-2: Roadway Demolition and Reconstruction (1,000 foot Roadway Segment)**

Construction Activity	Equipment	Pieces of Equipment/ Trips	Hours of Operation	Days of Operation	Horsepower
Pavement Milling (removal of existing asphalt, assumed 6" thickness)	Cold Planer (Milling Machine)	1	7:00 AM-4:00 PM	M-F	630 HP (Assuming Caterpillar PM 620 or equivalent)
"	Trucking (dbl bottom dump, 36 tons)	25	"	"	500 HP (Assuming Mack MP8)
	Water Truck	1	"	"	500 HP (Assuming Mack MP8)
Traffic control	P-U trucks (delivering traffic signage)	6	"	"	450 (Assuming Ford F250 diesel P-U)
Removal of base and subgrade (to 48" depth)	Wheel Loader	1	"	"	150 HP (assuming Caterpillar 930G or equivalent)
"	Trucking (dbl bottom dump, 36 tons) (assume 42" depth removals)	175	"	"	500 HP (Assuming Mack MP8)
	Water Truck	1	"	"	500 HP (Assuming Mack MP8)
Placement of base and subgrade	Wheel Loader	1	"	"	150 HP (assuming Caterpillar 930G or equivalent)
"	Grader	1	"	"	200 HP (assuming Caterpillar M – series or equivalent)
"	Skip loader	2	"	"	74 HP (Caterpillar 415FL or equivalent)
"	Trucking (dbl bottom dump, 36 tons) (assume 42" depth removals)	175	"	"	500 HP (Assuming Mack MP8)
"	Vibratory rollers	2	"	"	36 HP (assuming Caterpillar CB 24 or equivalent)
	Water Truck	1	"	"	500 HP (Assuming Mack MP8)
Placement of Asphalt	Track asphalt paver	1	"	"	175 HP (assuming Caterpillar AP655F series or equivalent)
"	Trucking	45 (assumes 20 tons/load)	"	"	500 HP (Assuming Mack MP8)

Construction Activity	Equipment	Pieces of Equipment/ Trips	Hours of Operation	Days of Operation	Horsepower
"	Compaction	1	"	"	100 HP (assuming Caterpillar CB 44 or equivalent)
"	Compaction	1	"	"	142 HP (assuming Caterpillar CB 68 or equivalent)
	Water Truck	1	"	"	500 HP (Assuming Mack MP8)
Notes: Required for each 1,000-foot segment					

### Phase 1-3: Construction of Bioswale and Bikeway

Once both sides of the roadway are reconstructed, the bioswale and Class I Bikeway would be constructed. Fill material would be deposited to establish the grade of the bikeway and to construct the bioswale. The bikeway would have a permeable surface that would allow surface water runoff to percolate into the ground. Depending on percolation rates, subdrains may also be constructed. Once the construction bioswale and bikeway are completed, the bike lanes would be stripped and landscape material would be installed bioswale planters.

A listing of the mix of construction equipment for Phase 1-3 is shown in Table 5.

**Table 5: Phase 1-3: Construction Bioswale and Bikeway (1,000-foot Roadway Segment)**

Construction Activity	Equipment	Pieces of Equipment/ Trips	Hours of Operation	Days of Operation	Horsepower
Pavement Milling (removal of existing asphalt, assumed 6" thickness)	Cold Planer (Milling Machine)	1	7:00 AM-4:00 PM	M-F	325 HP (Assuming Caterpillar PM 312 or equivalent)
"	Trucking (dbl bottom dump, 36 tons)	25	"	"	500 HP (Assuming Mack MP8 engine or equival.)
	Water Truck	1	"	"	500 HP (Assuming Mack MP8 engine or equival.)
Traffic control	P-U trucks (delivering traffic signage)	6	"	"	450 (Assuming Ford F250 diesel P-U)
"	Flatbed trucks w/lift (Placing & removal of K-rail)	1	"	"	350 HP (assuming Cummings B6.7 diesel or equivalent)
Removal of base and subgrade (to 48" depth)	Wheel Loader	1	"	"	150 HP (assuming Caterpillar 930G or equivalent)
"	Skip loader	1	"	"	74 HP (Caterpillar 415FL or equivalent)
"	Backhoe	1	"	"	131 HP (Caterpillar 450 or equivalent)

Construction Activity	Equipment	Pieces of Equipment/ Trips	Hours of Operation	Days of Operation	Horsepower
	Water Truck	1	"	"	500 HP (Assuming Mack MP8 engine or equival.)
Placement of base and subgrade	Wheel Loader	1	"	"	150 HP (assuming Caterpillar 930G or equivalent)
"	Grader	1	"	"	200 HP (assuming Caterpillar M - series or equivalent)
"	Skip loader	1	"	"	74 HP (Caterpillar 415FL or equivalent)
"	Trucking (dbl bottom dump, 36 tons/trip (assume 42" depth removals)	95	"	"	500 HP (Assuming Mack MP8)
"	Vibratory rollers	2	"	"	36 HP (assuming Caterpillar CB 24 or equivalent)
	Water Truck	1	"	"	500 HP (Assuming Mack MP8 engine or equival.)
Placement of Pervious Asphalt	Track asphalt paver	1	"	"	75 HP (assuming Caterpillar AP355F or equivalent)
"	Trucking	25 (assumes 20 tons/load)	"	"	500 HP (Assuming Mack MP8)
"	Compaction	1	"	"	36 HP (assuming Caterpillar CB 24 or equivalent)
	Water Truck	1	"	"	500 HP (Assuming Mack MP8 engine or equival.)
Planting areas	Excavation of planting areas/place ment of soil substrate	1	"	"	22 HP (assuming Caterpillar 301 or 302 series or equivalent)
Striping	Spray striper	1	"	"	5 HP
Notes: Required for Each 1,000-foot Segment					

### Mines Avenue Bikeway Bridge

The Mines Avenue Bikeway Bridge would be constructed approximately 1,000 feet downstream of the Whittier Boulevard Crossing over the San Gabriel River. The western end of the bridge would generally be constructed at the location where the San Gabriel River Spreading Basins Trail and the San Gabriel River Trail meet. The eastern end of the bridge would tie into the existing San Gabriel River Trail.

The proposed Mines Avenue Bikeway Bridge would have a width of 16 feet and extend approximately 350 feet over the San Gabriel River. The bridge would be a prefabricated structure that would be installed in segments. The construction activities for the bikeway bridge would involve 3 primary construction phases, Mobilization, Construction of Bridge Foundations and Installation of Bridge.

#### Phase 2-1: Mobilization

Phase 2-1 involves the mobilization of construction equipment and materials to prepare the site and construct the bridge. A construction equipment staging area and materials laydown area would be coordinated with City staff to ensure public safety. Construction access to the proposed bridge location would occur along the San Gabriel Trail. Temporary access ramps would be constructed along the slopes of the river channel to provide access to the construction area. Depending if water is present in the channel, a temporary sand berm diversion could be needed to divert river flows away from the construction area.

A listing of the mix of construction equipment for Phase 2-1 to construct the Access Ramps and Bridge Hauling is shown in Table 6.

**Table 6: Phase 2-1: Ramp Construction and Bridge Mobilization**

Construction Activity	Equipment	Pieces of Equipment/ Trips	Hours of Operation	Days of Operation	Horsepower
Placement of Fills	Wheel Loader	1	"	"	150 HP (assuming Caterpillar 930G or equivalent)
"	Trucking	20	"	"	500 HP (Assuming Mack MP8)
"	Backhoe	1	"	"	131 HP (Caterpillar 450 or equivalent)
	Water Truck	1	"	"	500 HP (Assuming Mack MP8 engine or equival.)

#### Phase 2-2: Construction Bridge Foundation

Construction of the bridge foundation involves two primary activities, construction of the support piers and bridge abutments. As shown in Figure 4, the bridge would have two piers and abutments at each end. The bridge pier columns would be approximately 7 feet in diameter. The locations where the pier columns would be installed would be augured to a required depth and reinforced with rebar and concrete. Once the pier columns are formed, the pier caps would be constructed to support the bridge structure. Concurrently, the abutments at each end of the bridge would be constructed on piles or spread footings.

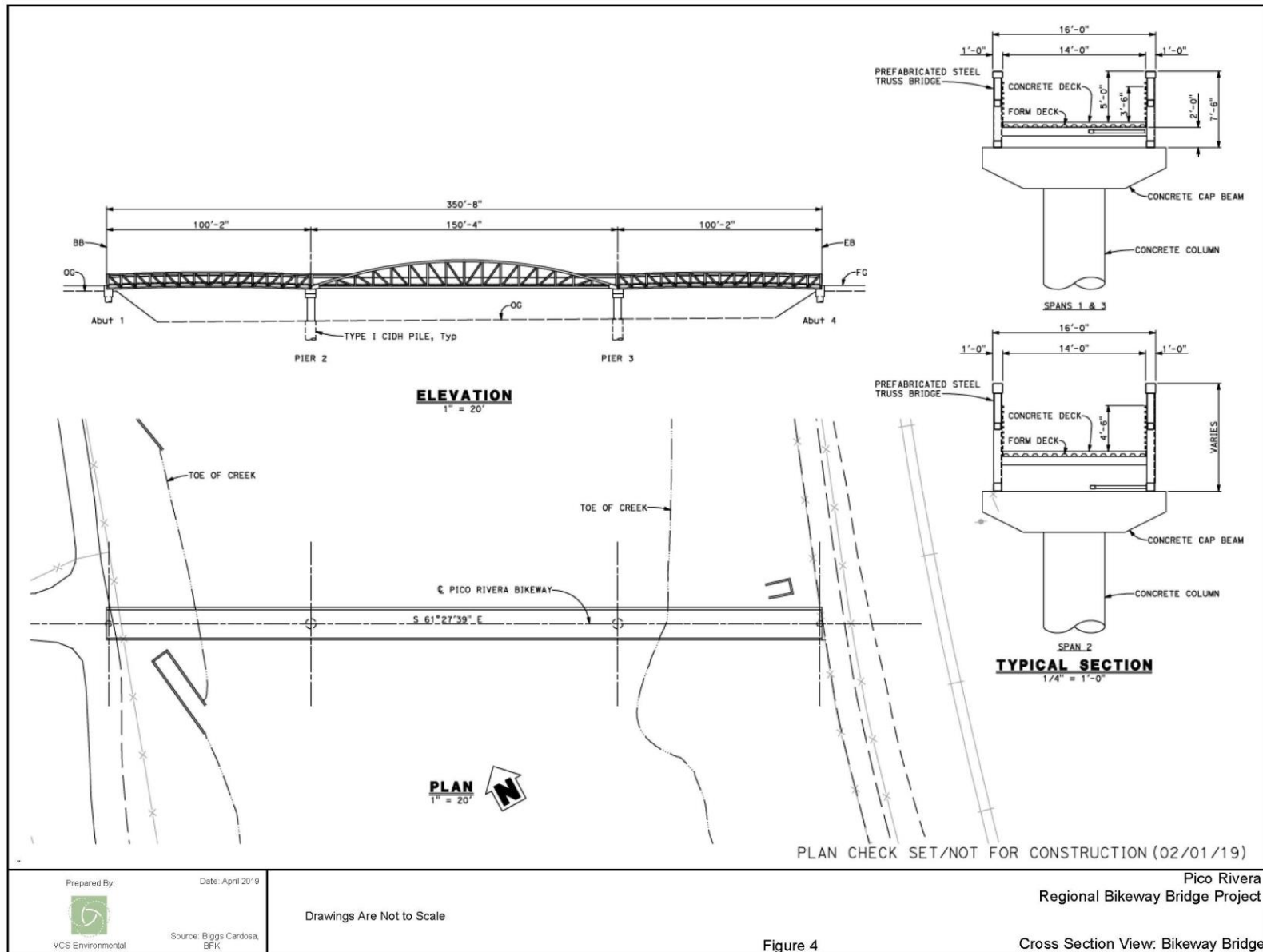


Figure 4

Cross Section View: Bikeway Bridge

A listing of the mix of construction equipment for Phase 2-2 to construct the bridge foundations is shown in Table 7.

**Table 7: Phase 2-2: Construction Bridge Foundation**

Construction Activity	Equipment	Pieces of Equipment	Hours of Operation	Days of Operation	Horsepower
Cast-in-drilled-hole piles and pile caps installation	Auger Excavator	1	7:00 AM- 4:00 PM	M-F	400 HP (assuming Caterpillar 300-series or equivalent)
	Rotary Drill Rig	1	"	"	600 HP (assuming Caterpillar MD-series rotary drills or equivalent)
	Concrete Pump	1	"	"	500 HP (Assuming Mack MP8)
	Concrete Trucks	25	"	"	500 HP (Assuming Mack MP8)
	Generators	1	"	"	5 HP
Notes: Required for Each 1,000-foot Segment					

### Phase 2-3: Installation of Bridge Structure

The proposed bridge structure would be prefabricated and consists of three segments that would fasten to the bridge abutments and pier columns. The bridge segments between the abutments and pier columns would first be installed then followed by the installation of the bridge middle segment.

A listing of the mix of construction equipment for Phase 2-3 to install the bridge structure is shown in Table 8.

**Table 8: Phase 2-3 Installation of Bridge Structure**

Construction Activity	Equipment	Pieces of Equipment	Hours of Operation	Days of Operation	Horsepower
Lifted placement of prefab'ed bridge sections	Crane	1	7:00 AM- 4:00 PM	M-F	750 HP (assuming Caterpillar 8000-series Dragline or equivalent)
"	Welders	2	"	"	25 HP (assuming Miller Electric 200-series Engine-Driven welder or equivalent)

Construction Activity	Equipment	Pieces of Equipment	Hours of Operation	Days of Operation	Horsepower
"	Generators	1	"	"	5 HP
Notes: Required for Each 1,000- foot Segment					

### **Dunlap Crossing Road Bikeways**

The Dunlap Crossing Road Bikeways improvements involve reconstruction of Dunlap Crossing Road Class I Bikeway and Class II Bikeway from Norwalk Boulevard to the San Gabriel River Trail. The Dunlap Crossing Road Class II Bikeway extends 1,000 feet from Norwalk Boulevard before transitioning into a Class I Bikeway. The roadway has a width of 30 feet with one travel lane in each direction. The Dunlap Crossing Class I Bikeway is approximately 600 feet in length with a five-foot width with an adjacent dirt shoulder. The majority of land uses along the Dunlap Crossing Class I Bikeway and Class II Bikeway are residential land uses.

The Dunlap Crossing Road Bikeway improvements would involve two primary construction phases, Mobilization and Roadway and Bikeway Demolition and Reconstruction. Along Dunlap Crossing Road the construction would alternate along the northbound and southbound travel lanes to allow for vehicle and pedestrian access. The Dunlap Crossing Bikeway would be constructed in one construction phase and would remain closed until the Project is completed.

#### **Phase 3-1: Mobilization**

Phase 3-1 would involve the mobilization of construction equipment, the establishment of equipment staging and material laydown areas and placement of traffic controls. Designated truck routes would be used to mobilize construction equipment and bring materials into the Project area and the location of construction equipment staging and material laydown areas would be coordinated with City staff.

#### **Phase 3-2: Roadway and Bikeway Demolition and Reconstruction**

Phase 3-2 would involve the removal of approximately 16 inches of existing asphalt and crushed aggregate base from a 1,000-foot  $\frac{1}{2}$  roadway segment of Dunlap Crossing Road. The material would be hauled from the site to an offsite location. It is estimated that approximately 5,180 cubic yards of material would be removed, and 375 daily truck trips would be required to haul the material away from the construction.

Once the roadway demolition activities are completed and the roadway grade is set, a new crushed aggregate base would be constructed, and the road surface would be subsequently paved with asphalt and striped with the Class II Bike Lane. Once the paving is completed, the roadway demolition and reconstruction activities would occur on the alternate side of the road and traffic would be directed to the newly constructed roadway segment.

Once the Dunlap Crossing roadway and bikeway improvements are completed, reconstruction of the Dunlap Crossing Class I Bikeway would begin. The existing trail would be demolished and removed, and a new aggregate base would be constructed. It is anticipated the reconstruction of Dunlap Crossing Road and reconstruction of the Dunlap Crossing Bikeway would require 8 construction days.



A listing of the mix of construction equipment for Phase 3-2 is shown in Table 9.

**Table 9: Phase 3-2: Roadway Demolition and Reconstruction**

Construction Activity	Equipment	Pieces of Equipment/ Trips	Hours of Operation	Days of Operation	Horsepower
Pavement Milling (removal of existing asphalt, assumed 6" thickness)	Cold Planer (Milling Machine)	1	7:00 AM-4:00 PM	M-F	630 HP (Assuming Caterpillar PM 620 or equivalent)
"	Trucking (dbl bottom dump, 36 tons)	25	"	"	500 HP (Assuming Mack MP8)
	Water Truck	1	"	"	500 HP (Assuming Mack MP8 engine or equival.)
Traffic control	P-U trucks (delivering traffic signage)	6	"	"	450 (Assuming Ford F250 diesel P-U)
Removal of base and subgrade (to 48" depth)	Wheel Loader	1	"	"	150 HP (assuming Caterpillar 930G or equivalent)
"	Trucking (dbl bottom dump, 36 tons) (assume 42" depth removals)	105	"	"	500 HP (Assuming Mack MP8)
	Water Truck	1	"	"	500 HP (Assuming Mack MP8 engine or equival.)
Placement of base and subgrade	Wheel Loader	1	"	"	150 HP (assuming Caterpillar 930G or equivalent)
"	Grader	1	"	"	200 HP (assuming Caterpillar M - series or equivalent)
"	Skip loader	2	"	"	74 HP (Caterpillar 415FL or equivalent)
"	Trucking (dbl bottom dump, 36 tons) (assume 42" depth removals)	175	"	"	500 HP (Assuming Mack MP8)
"	Vibratory rollers	2	"	"	36 HP (assuming Caterpillar CB 24 or equivalent)
	Water Truck	1	"	"	500 HP (Assuming Mack MP8 engine or equival.)

Construction Activity	Equipment	Pieces of Equipment/ Trips	Hours of Operation	Days of Operation	Horsepower
Placement of Asphalt	Track asphalt paver	1	"	"	175 HP (assuming Caterpillar AP655F series or equivalent)
"	Trucking	45 (assumes 20 tons/load)	"	"	500 HP (Assuming Mack MP8)
"	Compaction	1	"	"	100 HP (assuming Caterpillar CB 44 or equivalent)
"	Compaction	1	"	"	142 HP (assuming Caterpillar CB 68 or equivalent)
	Water Truck	1	"	"	500 HP (Assuming Mack MP8 engine or equival.)
Notes: Required for Each 1,000-foot Segment					

### SECTION 3.0 DETERMINATION

The following determination is based on the Initial Study analysis prepared for the City of Pico Rivera Regional Bikeways Project. The Environmental Checklist Form used in the analysis is consistent with the Environmental Checklist form provided in Appendix G of the CEQA Guidelines, as updated in January 2019.

**Project Title:** Pico Rivera Regional Bikeway Project

**Lead Agency Name and Address:** City of Pico Rivera, 6615 Passons Boulevard, Pico Rivera, CA 90660

**Project Contact:** Christina Foulkes, Principal Planner

**Location:** Mines Avenue Paramount Boulevard to San Gabriel River, Dunlap Crossing Road Norwalk Boulevard to San Gabriel River, Mines Avenue Bridge, approximately 1,000 south Whittier Boulevard.

On the basis of this initial evaluation:

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

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the Project. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature:

Date:

Printed Name:

Title:

## SECTION 4.0 ENVIRONMENTAL ANALYSIS

The environmental analysis provided below is based on the Initial Study Checklist recommended by in Appendix G of the CEQA Guidelines, as amended, and used by the City of Pico Rivera in its environmental review process. For the environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation. For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- **No impact.** The development would not have any measurable environmental impact on the environment.
- **Less than significant impact.** The development would have the potential to impact the environment, although this impact would be below established thresholds that are considered to be significant.
- **Less than significant with mitigation incorporated.** The development would have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially significant impact.** The development could have impacts which may be considered significant, and therefore additional analysis is required to identify mitigation measures that could reduce potentially significant impacts to less than significant levels.

The following is a discussion of potential Project impacts as identified in the Initial Study/ Environmental Checklist. Explanations are provided for each issue.

## 4.1 Aesthetics

Would the Project:

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

### **Environmental Analysis:**

#### **a) Would the Project have a substantial adverse effect on a scenic vista?**

**Less than Significant Impact:** For purposes of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. In addition, some scenic vistas are officially designated by public agencies, or informally designated by tourist guides. According to the City of Pico Rivera's General Plan there are no designated scenic vistas within the Project area. The San Gabriel Regional Bikeway extends through the area where the proposed bike/ pedestrian bridge would be constructed. The bridge structure would be within the viewshed of bicyclist and pedestrians along the trail but would not interfere with any public views of the river or the extended views of the San Gabriel Mountains. During construction, existing views within the Project area would temporarily be replaced with views of construction equipment and construction activities. The construction view impacts would occur for a short period of time and when completed, existing views would return to their pre-Project condition. Potential short-term construction related view impacts would be less than significant. No mitigation measures required.

#### **b) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact:** The State Scenic Highway Program was established to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to State Highways. Highways may be designated as scenic depending upon how much of the natural

landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. A scenic highway is designated under the State Scenic Highway Program when a local jurisdiction adopts a scenic corridor protection program. According to the California Department of Transportation, there are no designated or eligible State Scenic Highways within the vicinity of the Project area. Therefore, no potential adverse impacts to scenic resources within the viewshed of a State Scenic Highway would occur. No mitigation measures required.

**c) Would the Project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?**

**Less Than Significant Impact:** The Project area is situated within an urbanized area. The City of Pico Rivera General Plan provides policies and goals to enhance the aesthetic environment of the City including the beautification of streetscapes. The landscaped bioswale proposed in the Mines Avenue bikeway would create a landscape corridor along the street that would create more aesthetically pleasing views for motorists and pedestrians. The proposed improvements would be consistent with the General Plan goals to improve the aesthetic appearance of the City. During construction the existing aesthetic environment within the Project area would be replaced with construction activity. Since the construction activities would only occur for a short period of time and existing streetscape would be enhanced after construction, the short-term construction aesthetic impacts occurring within the Project area would be less than significant. No mitigation measures required.

**d) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

**No Impact:** The Project area is situated within an urbanized setting and contains a substantial amount of light and glare impacts from vehicle traffic, land uses and street lighting. Implementation of the Proposed Project would not create a substantial new source of light and glare impacts within the Project area. No mitigation measures required.

## 4.2 Agricultural Resources

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

Would the Project:

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

### **Environmental Analysis:**

**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?**

**No Impact:** The State of California Farmland Mapping and Monitoring Program indicates that there is no Prime Farmland, Unique Farmland or Farmland of Statewide Importance within the Project area. Additionally, the City's General Plan Land Use Element does not identify any agricultural lands within the City boundaries. Therefore, the construction and operation of the Proposed Project would not result in adverse impacts to Prime Farmland, Unique Farmland or Farmland of Statewide Importance. No mitigation is required.

**b) Would the Project conflict with existing agriculture zoning for agricultural use, or a Williamson Act contract?**

**No Impact:** According to the City of Pico Rivera Zoning Ordinance, the Project area is not zoned for agriculture land uses. Therefore, the proposed Project would not conflict with any lands zoned for agriculture uses. Additionally, the Project area is not under a Williamson Contract. No mitigation measures required.

**c) Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?**

**No Impact:** The Proposed Project would not cause a rezone of lands that are zoned for forest land or timberland. No mitigation measures required.

**d) Would the Project result in the loss of forest land or conversion of forest land to non-forest use?**

**No Impact:** The Project area does not contain forest land resources. Therefore, implementation of the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest uses. No mitigation measures required.

**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?**

**No Impact:** The Project area and surrounding properties do not contain farmland or timberland. The construction and operation of the Proposed Project would be confined to the Project areas and would not cause any onsite or offsite conversion of farmland or forest land to non-agriculture uses or non-forest uses. No mitigation measures required.



### 4.3 Air Quality

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region in non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis is based on an Air Quality and Greenhouse Gas Study prepared by Birdseye Planning Group in April 2019. The report is presented in its entirety in Appendix A.

#### **Environmental Analysis:**

##### **Setting**

The study area is located in the South Coast Air Basin (SoCAB). The SoCAB includes Orange County in its entirety and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties.

##### **Regulatory Framework**

Air pollutants are regulated at the national, state and air basin level. Each agency has a different level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level. The California Air Resources Board (ARB) regulates at the state level and the South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

##### **Federal Regulation**

The EPA handles global, international, national and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, conducts research, and provides guidance in air pollution programs and sets National Ambient Air Quality Standards (NAAQS), also known as federal standards. There are six common air pollutants, called criteria air pollutants, which were identified resulting from provisions of the Clean Air Act of 1970. The six criteria pollutants are Ozone, Particulate Matter (PM10 and PM

2.5), Nitrogen Dioxide, Carbon Monoxide, Lead and Sulfur Dioxide. The NAAQS were set to protect public health, including that of sensitive individuals.

### **State Regulation**

A State Implementation Plan (SIP) is a document prepared by each state describing air quality conditions and measures that would be followed to attain and maintain NAAQS. The SIP for the State of California is administered by the ARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. The ARB also administers California Ambient Air Quality Standards (CAAQS), for the ten air pollutants designated in the California Clean Air Act (CCAA). The ten state air pollutants include the six national criteria pollutants and visibility reducing particulates, hydrogen sulfide, sulfates and vinyl chloride.

### **South Coast Air Quality Management District**

The Project is located within the South Coast Air Basin (Basin), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality conditions in the Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in “attainment” or “non-attainment.” The Basin, in which the Project area is located, is a non-attainment area for both the federal and state standards for ozone and PM<sub>2.5</sub>. The Basin is in attainment for the state and federal standards for PM<sub>10</sub>, nitrogen dioxide, and carbon monoxide.

SCAQMD is directly responsible for reducing emissions from stationary, mobile, and indirect sources. It has responded to this requirement by preparing a sequence of Air Quality Management Plans (AQMPs). Under state law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in non-compliance. The SCAQMD updates the plan every three years. Each iteration of the SCAQMD's Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. SCAQMD adopted the 2016 AQMP in March 2017. The 2016 AQMP incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP. The 2016 AQMP is available to download at <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>.

### **Local Jurisdictions**

Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with plans and new development projects throughout the Air Basin. Instead, this is controlled through local jurisdictions in accordance with the California Environmental Quality Act (CEQA). In order to assist local jurisdictions with air quality compliance issues the *CEQA Air Quality Handbook* (SCAQMD CEQA Handbook), prepared by SCAQMD, 1993, with the most current updates found at <http://www.aqmd.gov/ceqa/hdbk.html>, was developed in accordance with the projections and programs detailed in the AQMPs. The purpose of the SCAQMD CEQA Handbook is to assist Lead Agencies, as well as consultants, project proponents, and other interested parties in evaluating a proposed project's potential air quality impacts. Specifically, the Handbook explains the procedures that SCAQMD recommends be followed for the environmental review process required by CEQA. The SCAQMD CEQA Handbook provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The SCAQMD intends that by providing

this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the Air Basin, and adverse impacts would be minimized.

Local jurisdictions, such as the City of Pico Rivera have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the Cities are responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The Cities are also responsible for the implementation of transportation control measures as outlined in the 2016 AQMP. In accordance with the CEQA requirements, the Cities do not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the Cities and region would meet federal and state standards. Instead, the Cities rely on the expertise of the SCAQMD and utilize the SCAQMD CEQA Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

### **Project Impacts:**

#### **a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?**

**Less Than Significant Impact:** The following analysis evaluates construction and operational regional air quality impacts and consistency with the SCAQMD Air Quality Management Plan.

#### **Regional Construction Related Air Quality Impacts**

**Less than Significant Impact.** Construction activities such as clearing, grading and excavation would generate diesel and dust emissions. Construction equipment that would generate criteria air pollutants includes excavators, graders, dump trucks, and loaders. It was assumed that all construction equipment used would be diesel-powered. Construction emissions associated with development of the proposed Project were estimated by the types of equipment (including the number) that would be used on-site during each of the construction phases. Construction emissions are analyzed using the regional thresholds established by the SCAQMD and published in the *CEQA Air Quality Handbook*.

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) and exhaust emissions from heavy construction vehicles, work crew vehicle trips in addition to ROG (reactive organic gas) that would be released during the drying phase upon application of paint and other architectural coatings. For the proposed Project, construction would generally consist of demolition and removal of the existing asphalt pavement and subgrade material, site preparation of the new subgrade, laying new asphalt pavement and striping the lanes.

The SCAQMD has developed specific quantitative thresholds that apply to projects within the SCAB. The following significance thresholds apply to short-term construction activities:

- 75 pounds per day of ROG
- 100 pounds per day of NO<sub>x</sub>
- 550 pounds per day of CO
- 150 pounds per day of SO<sub>x</sub>
- 150 pounds per day of PM<sub>10</sub>
- 55 pounds per day of PM<sub>2.5</sub>

This analysis assumes that approximately 5,180 cubic yards (370 daily truck trips) would be needed to export material during demolition, 375 truck trips daily to import subgrade material during site

preparation and 25 truck trips daily to import the asphalt. The Proposed Project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, the following conditions, which are required to reduce fugitive dust in compliance with SCAQMD Rule 403, were included in CalEEMod for site preparation and grading phases of construction.

- **Minimization of Disturbance.** Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.
- **Soil Treatment.** Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.
- **Soil Stabilization.** Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.
- **No Grading During High Winds.** Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).
- **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Construction emissions modeling for demolition, site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction phasing which is expected to begin in early 2020 and extend through the year. Table 10 summarizes the estimated maximum daily emissions of pollutants occurring during 2020.

**Table 10: Estimated Maximum Daily Construction Emissions**

Construction Phase	Maximum Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	2.3	25.0	14.0	0.02	4.5	2.8
Paving	1.3	12.8	13.0	0.01	0.7	0.6
Striping/Painting	0.2	1.6	1.8	0.01	0.1	0.1
<i>SCAQMD Regional Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Threshold Exceeded 2019</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

As shown in Table 10, construction of the proposed Project would not exceed the SCAQMD regional thresholds. No mitigation in addition to compliance with SCAQMD Rule 403 and Rule 1113 would be required to reduce construction emissions to less than significant.

### Regional Operational Air Quality Impacts

Operational emissions include mobile source emissions, energy emissions, and area source emissions. In this case, the bicycle lanes and related improvements would not generate traffic or stationary emission sources. Emissions attributed to energy use include electricity and natural gas consumption for space and water heating. The Project would not increase energy demand. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coatings (i.e., paints). Emissions generated by the Project would be negligible and generated by landscape equipment and periodic visits by maintenance personnel. All construction and operational emissions were compared to SCAQMD thresholds to determine whether a regional air quality impact would occur.

Table 11 summarizes emissions associated with operation of the proposed Project. Operational emissions would consist of area sources including landscape equipment. As referenced, the Proposed Project would not generate vehicles trips or other stationary source emissions. As shown in Table 11, operational emissions would be negligible and would not exceed the SCAQMD thresholds for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> or PM<sub>2.5</sub>. Therefore, the Proposed Project's regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be less than significant. No mitigation required.

**Table 11: Estimated Operational Emissions**

	Estimated Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<i>Proposed Project</i>						
Area Emissions	0.01	0.0	0.01	0.0	0.0	0.0
SCAQMD Thresholds	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>See Appendix A for CalEEMod version. 2016.3.2 computer model output for site preparation and paving emissions. Summer emissions shown.</i>						

## **Air Quality Management Plan**

A Project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2016 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city General Plans and the Southern California Association of Government's (SCAG) Regional Transportation Plan socioeconomic forecast projections of regional population, housing and employment growth. The proposed Project involves the construction of a bicycle path and related infrastructure improvements. The proposed Project would not create housing and temporary construction jobs are expected to be filled by local or regional workers. Project-related emissions would not exceed thresholds recommended by the SCAQMD. Thus, the Proposed Project would be consistent with the AQMP and not cause a significant adverse impact. No mitigation required.

### **b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?**

**Less than Significant Impact:** The region is a Federal and/or State nonattainment area for PM<sub>10</sub>, PM<sub>2.5</sub>, and O<sub>3</sub>. The Proposed Project would contribute particulates and the O<sub>3</sub> precursors VOC and NO<sub>x</sub> to the area during short-term Project construction and long-term operations. The SCAQMD considers the thresholds for Project-specific impacts and cumulative impacts to be the same. As described above, construction and operational regional emissions would be less than the SCAQMD CEQA significance thresholds and would be less than significant. Therefore, regional emissions would not be cumulatively considerable, and the impact would be less than significant. No mitigation measure required.

### **c) Would the Project expose sensitive receptors to substantial pollutant concentrations?**

**Less Than Significant with Mitigation:** Sensitive receptors include, but are not limited to, hospitals, schools, daycare facilities, elderly housing and convalescent facilities. These are areas where the occupants are more susceptible to the adverse effects of exposure to air pollutants. Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare as well as that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. The closest properties defined herein as sensitive receptors are the single- and multifamily residences located adjacent to Mines Avenue and in proximity to the construction areas referenced in the Project description.

## **Localized Air Quality Impacts**

Localized Significance Thresholds (LSTs) were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO<sub>x</sub>, CO, PM<sub>10</sub> and PM<sub>2.5</sub>.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. As referenced, a total of one acre is assumed to be disturbed daily during construction of the proposed Project; thus, look up table values for one acre were used to evaluate potential impacts. The Project site is located in Source Receptor Area 5 (SRA-5, Southeastern Los Angeles County). LSTs for construction related emissions in the SRA 5 at varying distances between the source and receiving property are shown in Table 12.

**Table 12: SCAQMD LSTs for Construction**

Pollutant	Allowable emissions as a function of receptor distance in meters from a two-acre site (lbs/day)				
	25	50	100	200	500
Gradual conversion of NO <sub>x</sub> to NO <sub>2</sub>	80	81	94	123	192
CO	571	735	1,088	2,104	6,854
PM <sub>10</sub>	4	13	30	66	173
PM <sub>2.5</sub>	3	4	8	19	86
Source: <a href="http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf">http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf</a> , October 2009.					

As referenced, the nearest sensitive receptors to the Project site are located adjacent to the Mines Avenue corridor. To provide a conservative evaluation of construction emissions relative to LST thresholds, allowable emissions for 25 meters were used. As shown in Table 12, emissions of NO<sub>x</sub>, CO and PM<sub>2.5</sub> would not exceed the LSTs. Emissions of PM<sub>10</sub> would exceed the LST during site preparation without implementation of watering recommended by SCAQMD Rule 403 (2) referenced above. Without specific mitigation to reduce on-site PM<sub>10</sub> emissions during site preparation occurring within 25 meters of the nearest residence, a significant air quality impact could occur. In the SCAQMD Table XI-A, *Mitigation Measure Examples: Fugitive Dust from Construction and Demolition* (2007), options are provided to reduce fugitive dust (specifically the PM<sub>10</sub> component) by applying water to actively disturbed areas such that the disturbed soils would reach a moisture content of 12%. The moisture content for soils disturbed during site preparation activities was increased to 12% in CalEEMod to reduce overall on-site PM<sub>10</sub> emission estimates. With actively watering disturbed areas to reach a water content of 12% PM<sub>10</sub> emissions during site preparation would be 2.7 pounds per day and less than the LST. With the implementation of Mitigation Measure AQ-1 localize air quality impacts would be less than significant.

### Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant (TAC) emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk." The California Office of Environmental Health Hazard Assessment (OEHHA) health risk guidance states that a residential receptor should be evaluated based on a 30-year exposure period. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard

risk-assessment methodology. Given the short-term construction schedule, the proposed Project would not result in a long-term (i.e., 30 or 70 year) exposure to a substantial source of TAC emissions; and thus, would not be exposed to the related individual cancer risk. Therefore, no significant short-term TAC impacts would occur during construction of the proposed Project.

**Mitigation Measure**

**AQ-1:** During all site preparation work occurring along Mines Avenue and Dunlap Crossing Road regular watering will be applied to all disturbed areas to reach a water content of 12%.

**d) Would the Project result in other emissions such as those leading to odors adversely affecting a substantial number of people?**

**Less than Significant Impact.** Project activities would generate air pollutants due to the combustion of diesel fuel and asphaltting activities during construction. Some individuals may sense that diesel combustion and evaporative emissions are objectionable, although there is no approved method of quantifying the odor impacts of these emissions to the public. SCAQMD Rules 1108 and 1108.1 limit the amounts of VOCs in cutback asphalt and emulsified asphalt products sold within the air district. The Project would be a bicycle path. Operational emissions may be associated with periodic landscape equipment exhaust. These emissions would be short-term and not confined to one specific location and would disperse quickly. Potential odor impacts would be less than significant. No mitigation required.



#### 4.4 Biological Resources

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **Environmental Analysis:**

The following analysis is based on studies of the biological resources associated within Pico Rivera Regional Bikeway Project including a review of relevant available databases, followed by onsite field surveys conducted by VCS Environmental (VCS) and Kidd Biological Inc. biologists. Further information is presented in the Natural Environment Study (NES) for the Pico Rivera Regional Bikeway Project attached as Appendix B.

## Existing Setting

The Project impacts would occur along developed roadways to the west and east of the San Gabriel River and within the San Gabriel River where the bridge structure would be built. The Biological Study Area (BSA) is predominantly developed but also includes some natural areas, which appear to be heavily managed. Jurisdictional waters of the U.S. and State found within the Project Impact Area are located within the San Gabriel River. Topography within the BSA is relatively flat overall. The physical and biological conditions of the site are described in further detail below.

### Land Cover/Vegetation Communities

The BSA consists largely of developed land. The developed portions of the BSA include vegetation in the form of landscaping and incidental non-native, weedy patches. The San Gabriel River is the primary area within the BSA featuring more natural exposed soils and vegetation/habitat, although the river itself appears to be heavily managed and influenced by the human-constructed banks and regulation of water flow. Vegetation within the San Gabriel River appears to be heavily managed and maintained, based on the lack of mature established habitat and dominance of non-native species. Vegetation/land cover acreages for each vegetation community/land cover type on-site are listed below in Table 13 for the Project Impact Area and in Figures 5 through 8.

**Table 13: Vegetation Communities/Land Cover**

<b>Vegetation Communities/Land Cover</b>	<b>Project Impact Area Acreage</b>
Disturbed/Developed	18.43
Ornamental	N/A
California Native Landscaping	N/A
Black Willow Thickets	0.10
Mulefat Thickets	0.02
California Bulrush Marsh	0.14
Smartweed Patches	N/A
Ragweed Patches	0.13
Sedge Patches	0.20
Streambed	1.37
English Plantain Patches	N/A
Upland Mustards	0.15
Annual Barley Grassland	0.09
Open Water	0.002
<b>Total</b>	<b>22.612</b>

### ***Disturbed/Developed***

A total of 18.43 acres of the land within the Project Impact Area are considered disturbed/developed. Disturbed/developed land cover includes areas of bare ground, paved roads, concrete spillways, and any other built facilities. Additionally, the land cover includes incidental landscaping (trees, shrubs, and herbaceous cover) that occurs amongst the disturbed or developed areas of land. Some of the landscaping includes native California species as noted below. This land cover is found outside of the San Gabriel River.

### ***Ornamental***

Areas within the BSA are classified as ornamental vegetation, however this land cover type does not occur within the Project Impact Area. The ornamental vegetation consists of large landscaped swaths of vegetation include primarily non-native species such as silk floss tree (*Ceiba speciosa*) and carob

tree (*Ceratonia siliqua*). Ornamental landscaping is also incidentally found within the disturbed/developed land cover as well. These areas are found in the developed area surrounding the San Gabriel River.

### **California Native Landscaping**

Areas within the BSA are classified as California native landscaping, however this land cover type does not occur within the Project Impact Area. The California native landscaping is similar to the ornamental landscaping with the primary difference being the composition of species. This vegetation type, while landscaping, is comprised of native California species including California sagebrush (*Artemisia californica*), California sycamore (*Platanus racemosa*), toyon (*Heteromeles arbutifolia*), white sage (*Salvia apiana*), and mulefat (*Baccharis salicifolia*). California native landscaping is also incidentally found within the disturbed/developed land cover as well primarily along the bike path west of the spreading grounds. This vegetation type is found in the developed area surrounding the San Gabriel River.

### **Black Willow Thickets**

A total of 0.10 acre of black willow thickets occurs within the Project Impact Area and exclusively within the San Gabriel River. The black willow thicket habitat is classified by the presence of black willow (*Salix goodingii*) trees. In the Project Impact Area these trees are found in localized patches and are not widespread. Each patch consists of 1 or more mature black willow trees. Understory varies and includes primarily herbaceous species such as non-native wild radish (*Raphanus sativus*), foxtail barley (*Hordeum murinum*), and other herbaceous species found through the streambed area.

### **Mulefat Thickets**

A total of 0.02 acre of mulefat thicket is found within the Project Impact Area and exclusively within the San Gabriel River. Mulefat thickets are characterized by the presence and dominance of mulefat shrubs. The mapped mulefat thickets consist of patches of one or more mulefat shrubs. Understory is similar to the surrounding herbaceous habitats including foxtail barley, weakleaf bur ragweed (*Ambrosia confertiflora*), and wild radish.

### **California Bulrush Marsh**

A total of 0.14 acre of California bulrush marsh is found within the Project Impact Area and exclusively within the San Gabriel River. The California bulrush marsh is characterized by the dominance of the species California bulrush (*Shoenoplectus californicus*). This is a wetland habitat that requires plentiful water and consists of typically dense tall herbaceous rushes. Few other species were noted within these habitats and if present comprised a very small portion of the vegetation. These patches were typically located in low points of the streambed especially downstream of drainage outlets.

### **Smartweed Patches**

Areas within the BSA are classified as potentially supporting smartweed patches, however this vegetation type does not occur within the Project Impact Area. These patches are located within the San Gabriel Coastal spreading grounds. This vegetation community is characterized by a dominance or co-dominance of swamp smartweed (*Persicaria hydropiperoides*) and found in disturbed vernal wet ponds. Other wetland species found in these patches includes tall sedge (*Cyperus eragrostis*).

**Ragweed Patch**

A total of 0.13 acre of ragweed patch is found within the Project Impact Area exclusively within the San Gabriel River. The ragweed patch is limited to one area along the eastern portion of the San Gabriel River streambed. This vegetation community is characterized by the presence and dominance of herbaceous native weakleaf bur ragweed. Additional species with minor abundance include foxtail barley and annual stinging nettle.

**Sedge Patches**

A 0.20 acre sedge patch is found within the Project Impact Area and exclusively within the San Gabriel River. The sedge patch is located linearly near the toe of slope along the western bank of the San Gabriel River. The vegetation community appears to be confined to areas of water flowing from the outlet drainages feeding into the San Gabriel River. The vegetation community is characterized by the dominance of tall sedge and minor abundance of other herbaceous species common in the Project area.

**Streambed**

A total of 1.37 acres of streambed habitat is found within the Project Impact Area and exclusively within the San Gabriel River. At the time of the general biological survey the streambed area had many very small plants just beginning to germinate which could not be identified. The species appeared to be water-dependent including possibly native herbaceous species tall sedge and swamp smartweed. The streambed habitat area also consisted of fresh splays of sand likely transported through the Project area during recent heavy rain storms of the winter 2018/2019 season.

**English Plantain Patches**

Areas within the BSA are classified as potentially supporting English plantain patches, however this land cover type does not occur within the Project Impact Area. English plantain patches are herbaceous vegetation communities characterized by the dominance of non-native English plantain (*Plantago lanceolata*) and occur exclusively within the San Gabriel River. Other non-native herbaceous species may occur in lesser densities such as foxtail barley, wild radish, red-stem filaree (*Erodium cicutarium*), annual stinging nettle (*Urtica urens*), Bermuda grass (*Cynodon dactylon*), and shortpod mustard (*Hirschfeldia incana*).

**Upland Mustards**

A total of 0.15 acre of upland mustards occurs within the Project Impact Area. The upland mustards habitat type is characterized by the dominance of non-native shortpod mustard and wild radish. Other herbaceous species may occur in lesser densities such as foxtail barley.

**Annual Barley Grassland**

A total of 0.09 acre of annual barley grassland is found within the Project Impact Area. This habitat is a non-native dominated community found along the eastern bank of the San Gabriel River. This vegetation community is characterized by the presence of herbaceous non-native foxtail barley. Additional species with minor abundance include ripgut brome (*Bromus diandrus*) and mustard.

***Open Water***

A total of 0.002 acre of open water is found within the Project Impact Area. This land cover type consisted of open water and lacked vegetation at the time of the general biological survey. This area will likely constantly change with river flows.



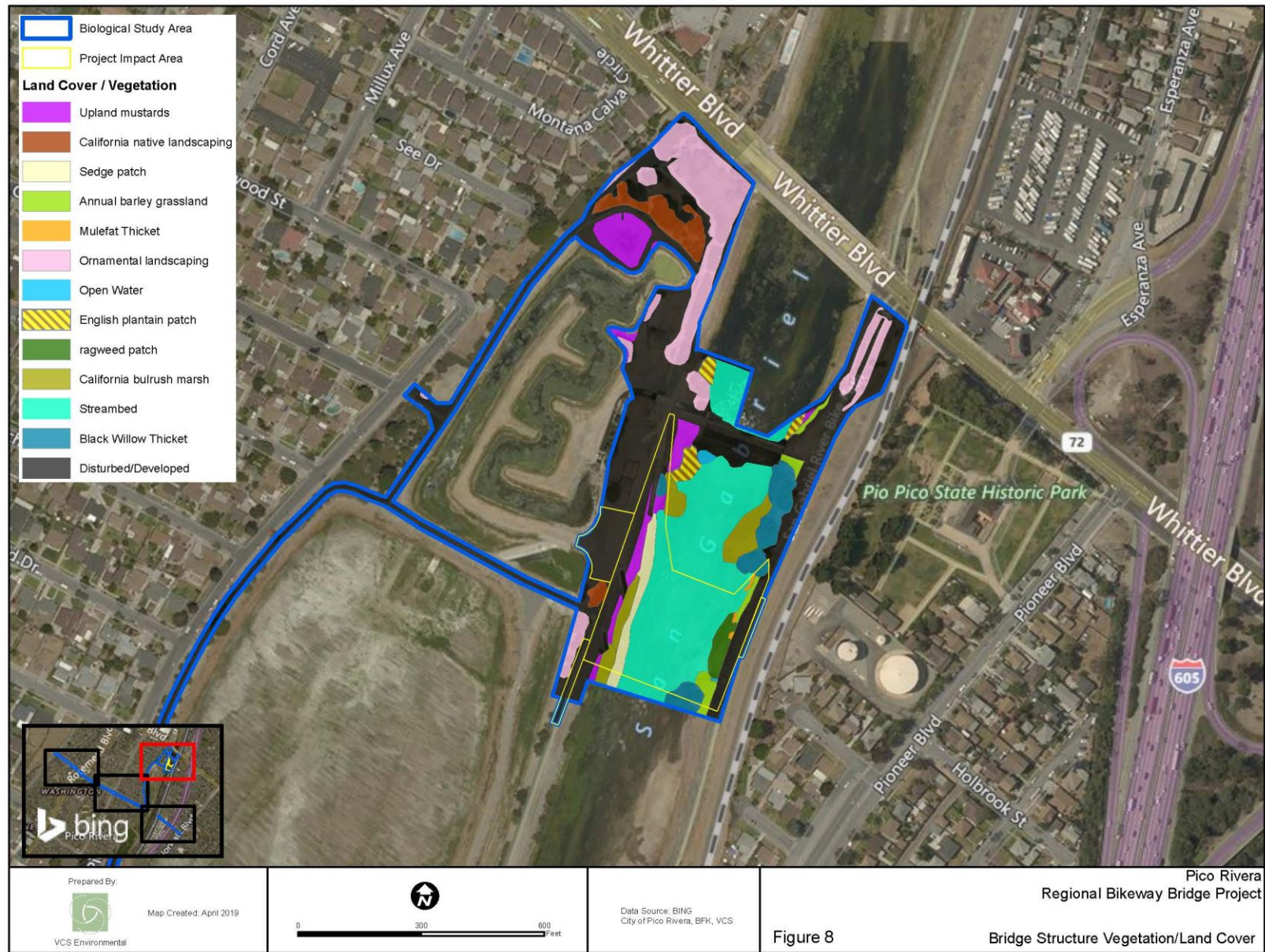












### Special Status plant and wildlife species

To determine the potential for Federal and State listed special status plant species to occur within the Project Impact Area and Project vicinity, a review of the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) inventory, and the United States Department of Fish and Wildlife (USFWS) species list was conducted. From the CNDDB research, the CNPS inventory, USFWS species list, and general knowledge of the area, an inventory of special status plant and wildlife species were identified as having potential to occur within the Project Impact Area and Project vicinity. The inventory is listed below. Those species with suitable habitat present are highlighted in Table 14.

No listed species or critical habitat occur or are considered to have potential to occur within the Project Impact Area. Therefore, no effects to species listed under the federal endangered species act are anticipated. No state-listed endangered or sensitive species were observed or are considered to have at least moderate potential to occur within the Project site.

**Table 14: Listed, Proposed Species, Natural Communities, and Critical Habitat Potentially Occurring or Known to Occur in the Project Area.**

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/Absent	Rational / Potential for Occurrence within the Project Impact Area
<b>PLANTS</b>					
intermediate mariposa lily	<i>Calochortus weedii</i> var. <i>intermedius</i>	CRPR 1B.2	Rocky, calcareous Chaparral, Coastal scrub, Valley/ foothill grassland Elevation: 105-855 meters Blooming Period: May –Jul	HP	Is tolerant of many habitat types
Catalina mariposa lily	<i>Calochortus catalinae</i>	CRPR: 4.2	Chaparral, Cismontane woodland, Coastal scrub, Valley and foothill grassland Elevation: 15–700 meters Blooming Period: Mar – June	A	This coastal species is not known to occur inland.
Plummer's mariposa lily	<i>Calochortus plummerae</i>	FT CRPR: 4.2	Granitic, rocky alluvial habitats with Chaparral, Valley and foothill grassland Elevation: 100–1700 meters Blooming Period: May - Jul	A	No suitable soils, outside elevation
lucky morning-glory	<i>Calystegia felix</i>	CRPR: 1B.1	Meadows and seeps (sometimes alkaline), Riparian scrub (alluvial) Elevation: 30-215 meters Blooming Period: Mar-Sept	HP	Marginal habitat onsite; late season survey recommended
Lewis's evening primrose	<i>Camissoniopsis lewisii</i>	CRPR: 3	Dune, coastal. Coastal strand, foothill woodland, coastal sage scrub, valley grassland. Elevation: 0-300 meters Blooming Period: Mar - May	P	Observed in two locations near the bike trail. Locations are outside of the direct Project Impact Area.
Southern tarplant	<i>Centromadia parryi</i> ssp. <i>australis</i>	CRPR: 1B.1	Marshes and swamps (margins), Valley and foothill grassland (vernally mesic), Vernal pools Elevation: 0-480 meters Blooming Period: May - Nov	HP	Reasonable potential in less disturbed parts of BSA
salt marsh bird's-beak	<i>Chloropyron maritimum</i> ssp. <i>maritimum</i>	FE, SE CRPR: 1B.2	Coastal dunes, Marshes and swamps (coastal salt) Elevation: 0-30 meters Blooming Period: May – Oct.	A	Requires saltwater marsh habitat.

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/Absent	Rational / Potential for Occurrence within the Project Impact Area
small-flowered morning glory	<i>Convolvulus simulans</i>	CRPR: 4.2	Open chaparral, Coastal scrub, Valley/ foothill grassland within clay, serpentinite seeps Elevation: 30-740 meters Blooming Period: Mar – Jul	HP	Reasonable potential in less disturbed parts of BSA
Peruvian dodder	<i>Cuscuta obtusiflora</i> var. <i>glandulosa</i>	CRPR: 2B.2	Freshwater marshes and swamps Elevation: 15-280 meters Blooming Period: Jul – Oct	HP	Has potential. Needs surveys later in season to identify
many-stemmed dudleya	<i>Dudleya multicaulis</i>	CRPR: 1B.2, BLMS, FSS	Many-stemmed dudleya is often associated with clay soils in barrens, rocky places, and ridgelines as well as thinly vegetated openings in chaparral, coastal sage scrub, and southern needlegrass grasslands on clay soils. Elevation: 15-790 meters Blooming Period: Apr-Jun	A	Lack of clay soil onsite and negative survey results
San Diego marsh elder	<i>Iva hayesiana</i>	CRPR: 2B.2	Occurs usually in wetlands, occasionally in non-wetlands. Playas. Alkali sink, wetland-riparian. Elevation: 10-500 meters Blooming Period: Apr – Oct.	P	Observed on the berm of the spreading grounds and appears to have been possibly planted. Located outside of the Project Impact Area.
mesa horkelia	<i>Horkelia cuneata</i> var. <i>puberula</i>	CRPC: 1B.2	Sandy or gravelly sites in maritime Chaparral, Cismontane woodland, Coastal scrub Elevation: 70-810 meters Blooming Period: Feb – Jul	A	Site is below elevational requirements for this species
Southern California black walnut	<i>Juglans californica</i>	CRPR: 4.2	Alluvial substrates, chaparral, cismontane woodland, coastal scrub, riparian woodland Elevation: 50 – 900 meters Blooming Period: Mar-Aug	A	Alluvial substrates present, but lacks other habitat characteristics and negative survey results
Coulter's goldfields	<i>Lasthenia glabrata</i> ssp. <i>coulteri</i>	CRPR: 1B.1	Marshes and swamps (coastal salt), Playas, Vernal pools. Associated with low-lying alkali habitats along the coast and in inland valleys. Elevation: 1-1220 meters Blooming Period: Feb-June	A	Lacking suitable habitat onsite and negative survey results
Prostrate vernal pool navarretia	<i>Navarretia prostrata</i>	CRPR: 1B.1	Coastal scrub, Meadows and seeps, Valley and foothill grassland (alkaline), Vernal pools Elevation: 3-1210 meters Blooming Period: Apr-Jul	A	Negative survey results
California Orcutt grass	<i>Orcuttia californica</i>	FE, SE CRPR: 1B.1	Vernal Pools Elevation: 15-660 meters Blooming Period: Apr – Aug	A	No suitable habitat or soils to support this species.
south coast branching phacelia	<i>Phacelia ramosissima</i> var. <i>austrolitoralis</i>	CRPR: 3.2	sandy, sometimes rocky areas in Chaparral, Coastal dunes, Coastal scrub, coastal Marshes and swamps Elevation: 5-300 meters Blooming Period: Mar - Aug	A	No phacelias observed
Brand's star phacelia	<i>Phacelia stellaris</i>	CRPR: 1B.1	Coastal dunes, Coastal scrub Elevation: 1-400 meters Blooming Period: Mar – Jun	A	No sandy bars where this species would occur

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/Absent	Rational / Potential for Occurrence within the Project Impact Area
Engelmann oak	<i>Quercus engelmannii</i>	CRPR: 4.2	Chaparral, Cismontane & Riparian woodland, Valley/foothill grassland Elevation: 50-1300 meters Blooming Period: N/A	A	Not observed
Parish's gooseberry	<i>Ribes divaricatum var. parishii</i>	CRPR: 1A	Riparian woodland Elevation 65-300 meters Blooming Period: Feb-Apr	A	No riparian woodland and negative survey results
southern mountains skullcap	<i>Scutellaria bolanderi ssp. austromontana</i>	CRPR: 1B.2	mesic areas in Chaparral, Cismontane woodland, Lower coniferous forest Elevation: 425-2000 meters Blooming Period: Jun – Aug	A	No suitable habitat or soils to support this species.
salt spring checkerbloom	<i>Sidalcea neomexicana</i>	CRPR: 2B.2	Alkaline, mesic sites in Chaparral, Coastal scrub, Lower coniferous forest, Mojavean desert scrub, Playas Elevation: 15-1530 meters Blooming Period: Mar – Jun	A	Not observed. Conspicuous species would have been detected.
estuary seablite	<i>Suaeda esteroa</i>	CRPR: 1B.2	Marshes and swamps (coastal salt) Elevation: 0-5 meters Blooming Period: May – Oct	A	No habitat on site
San Bernardino aster	<i>Symphyotrichum defoliatum</i>	CRPR: 1B.2	Near ditches, streams, meadows, seeps, marshes & vernal mesic Valley/ foothill grassland & other habitats Elevation: 2-2040 meters Blooming Period: Jul – Nov	HP	Has marginal potential. Needs late season survey in order to identify.
<b>WILDLIFE</b>					
burrowing owl	<i>Athene cunicularia</i>	SSC, BCC, BLMS	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	HP	Suitably sized burrows present on and adjacent to San Gabriel River banks. Low to moderate potential to occur.
western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	FT, SE, BCC, BLMS, FSS	Found in riparian habitats; densely foliated, deciduous trees and shrubs, especially willows. Woodlands, thickets, orchards, streamside grove.	A	Lack of suitable habitat
coastal California gnatcatcher	<i>Poliophtila californica</i>	FT, SSC	Coastal sage scrub, generally dominated by California sagebrush, buckwheat, salvia, and prickly-pear cactus	A	Typical California gnatcatcher habitat vegetation species are present in small patches in California native landscaping. Habitat not considered substantial enough to support California gnatcatcher, on-going management, and there is no suitable habitat in the surrounding area.
bank swallow	<i>Riparia riparia</i>	ST, BLMS	Found primarily in riparian and other lowland habitats in California west of the deserts during the spring-fall period. In summer, restricted to riparian,	A	Site generally lacks suitable habitat. Also, the species is considered extirpated within this area and the last reported

Common Name	Scientific Name	Status	General Habitat Description	Habitat Present/Absent	Rational / Potential for Occurrence within the Project Impact Area
			lacustrine, and coastal areas with vertical banks, bluffs, and cliffs with fine-textured or sandy soils.		CNDDB sighting was in 1894.
Least Bell's vireo	<i>Vireo bellii pusillus</i>	FE, SE	Summer resident of Southern California in low riparian, in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, baccharis, or mesquite.	A	Black willow and mulefat thickets are not substantial enough and lack general characteristics that are typical of least Bell's vireo habitat (on-going vegetation management). Habitat onsite is not considered suitable for occupation by species.
coastal whiptail	<i>Aspidoscelis tigris stejnegeri</i>	SSC	Found in a variety of ecosystems, primarily hot and dry open areas with sparse foliage – chaparral, woodland, and riparian areas.	HP	Marginal habitat present. Unlikely to occur within San Gabriel River area because of routine site maintenance. Potential to occur in adjacent vegetated areas.
coast horned lizard	<i>Phrynosoma blainvillii</i>	SSC, BLMS	Chaparral, Cismontane woodland, Coastal bluff scrub Coastal scrub, Desert wash, Pinon & juniper woodlands Riparian scrub, Riparian woodland, Valley & foothill grassland	A	Marginal habitat present. Unlikely to occur within San Gabriel River area because of routine site maintenance. Unlikely to occur in adjacent areas due to compact soils.
<p>Absent [A] – no habitat present and no further work needed. Habitat Present [HP] -habitat is, or may be present. The species may be present. Present [P] - the species is present. Critical Habitat [CH] - Project footprint is located within a designated critical habitat unit, but does not necessarily mean that appropriate habitat is present.</p> <p>Status: Federal Endangered (FE); Federal Threatened (FT); Federal Proposed (FP, FPE, FPT); Federal Candidate (FC), Federal Species of Concern (FSC); State Endangered (SE); State Threatened (ST); Fully Protected (FP); State Rare (SR); State Species of Special Concern (SSC); State Watch List (WL); USFWS Bird of Conservation Concern (BCC); US Forest Service Sensitive (FSS); US Bureau of Land Management Sensitive (BLMS); Western Bat Working Group Priorities (High = H, Medium = M, Low = L, Medium-High = MH, Low-Medium = LM); California Native Plant Society California Rare Plant Rank (CRPR 1A, 1B, 2, 3, 4; Threat Ranks X.1, X.2)</p>					

## Jurisdictional Waters

### Waters of the United States

The United States Army Corps of Engineers (USACE) and the Regional Water Quality Control Board (RWQCB) have jurisdiction over wetland and non-wetland waters of the U.S. To determine the presence of a wetland, three indicators are required: (1) hydrophytic vegetation, (2) hydric soils, and (3) wetland hydrology.

### Waters of the State of California

California Department of Fish and Wildlife (CDFW) and RWQCB have jurisdiction over waters of the State. Section 1602 of the California Fish and Game Code applies to natural rivers, streams, and lakes. CDFW defines a stream as “a body of water that flows perennially or episodically and that is defined by the area in which water currently flows, or has flowed over a given course during the historic hydrologic course regime, and where the width of its course can reasonably be identified by physical or biological indicators” (Brady and Vyverberg 2013). Further information on jurisdictional waters can be found in the Jurisdictional Delineation Report (Appendix C)

VCS biologists completed a delineation of jurisdictional waters within the Project Impact Area. Both Waters of the United States and Waters of the State were present within the Project Impact Area in the San Gabriel River. The jurisdictional waters within the San Gabriel River can generally be classified into 3 overall categories for USACE and RWQCB: wetland, emergent wetland, and non-wetland, and 3 overall categories for CDFW: riparian, emergent riparian, and streambed.

Details of the jurisdictional waters found within the Project Impact Area can be found under the Project impacts section below and in the attached Jurisdictional Delineation Report and Map (Appendix C).

### **Wildlife Movement**

Wildlife movement activities usually fall into one of three movement categories:

- Dispersal (e.g., juvenile animals from natal areas, individuals extending range distributions);
- Seasonal migration; and
- Movements related to home range activities (foraging for food or water, defending territories, searching for mates, breeding areas, or cover).

#### **Wildlife Movement within and near the Project Impact Area**

The BSA is located within the home range of many wildlife species. The BSA is located near and within the San Gabriel River and San Gabriel River Coastal spreading grounds. Additionally, an upland recreational bike trail flanked with patches of California native landscaping connects upstream and downstream areas along and adjacent to the River. Development is located on either side of the San Gabriel River and spreading grounds in the Project vicinity, as well as along much of the San Gabriel River from the Santa Fe Dam in Irwindale to the San Gabriel's River outlet into the Pacific Ocean. While the River and spreading grounds provide a direct link from upstream to downstream habitat, there is limited natural habitat along the river's course from the Santa Fe Dam to the Pacific Ocean.

#### **Project Impacts:**

**a) Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

**Less than Significant Impact with Mitigation.** As shown in Table 14 the Project area has the potential to contain two sensitive plant species and two sensitive wildlife species.

#### **Sensitive Plant Species**

Two special status plant species, Lewis's evening primrose and the San Diego marsh elder, were identified adjacent to the Project footprint. The Proposed Project is not expected to have any direct impact on the Lewis's evening primrose or the San Diego marsh elder and no impact to the persistence of either population. Mitigation Measures BIO-1 and BIO-4 will be implemented to ensure protection of the species.



## **Sensitive Wildlife Species**

Habitat is present for two special status wildlife species, the burrowing owl and the coastal whiptail. Neither of these species was observed during the biological surveys. Avoidance/minimization measures of the NES detailed below will be implemented to ensure any temporary indirect impacts that occur will be minimal.

Impacts to habitat within the San Gabriel River and surrounding areas was minimized during Project planning. Permanent impacts within the San Gabriel River are limited to 0.001 acre (57 square feet) within the already disturbed riverbed. The 2.72 acres of temporary impacts within the San Gabriel River are within areas that are already subject to annual disturbance in the form of vegetation management. Mitigation Measure BIO-5 would be implemented to ensure absence or mitigation of the species.

### ***Burrowing Owl***

It is not expected any direct impact to the species will occur with implementation of the Project. Most of the Project impacts will be to disturbed/developed land that does not support burrowing owl. Since there were relatively few burrows present and maintenance in on-going in the area, the likelihood of burrowing owl presence is relatively low. Potential for indirect impacts are expected to be temporary at most and are expected to be minimal, if any. With implementation of the avoidance and minimization efforts, no permanent impacts to burrowing owl or their habitat are expected, no direct impacts are expected, and if temporary indirect impacts occur, they would be minimal. Mitigation Measure BIO-6 would be implemented to prevent direct and indirect impacts to burrowing owl.

### ***Coastal Whiptail***

It is not expected any direct impact to the species will occur with implementation of the Project. Most of the Project impacts will be to disturbed/developed land that is unlikely to host coastal whiptail. Potential for indirect impacts are expected to be temporary at most and are expected to be minimal, if any. With implementation of the avoidance and minimization efforts, no permanent impacts to coastal whiptail or their habitat are expected, no direct impacts are expected, and if temporary indirect impacts occur, they will be minimal. Mitigation Measure BIO-7 would be implemented to prevent direct and indirect impacts to coast whiptail:

### ***Lewis's Evening Primrose***

The CNPS gives this plant a rare plant rank of 3 (review list). It has not been reported in the area however this species is likely often overlooked as it is similar in appearance to other primroses. At this time more information is needed on the abundance and range of the species. In the future this species may be down listed to rare plant ranking of 4 (watch list).

The individuals were all located outside of the Project Impact Area, therefore no direct impacts to the species is expected to occur. Indirect impacts will be avoided and minimized as described below. No critical habitat is designative for the species. As noted above, direct impacts to Lewis's evening primrose will be avoided. Impacts to areas near the Lewis's evening primrose locations are expected to have a low potential for indirect impacts. Work activities along the bike path will be limited to construction access and repainting of the bike path. Mitigation Measures BIO-1 and BIO-4 would be implemented to ensure protection of the species.

***San Diego Marsh Elder***

The CNPS gives this plant a rare plant rank of 2B.2. The ranking identifies the species as plants that are rare, threatened, or endangered in California, but more common elsewhere. All of the plants constituting California Rare Plant Rank 2 meet the definitions of Sec. 1901, Chapter 10 (Native Plant Protection Act) or Secs. 2062 and 2067 (California Endangered Species Act) of the California Department of Fish and Game Code, and are eligible for state listing. It is mandatory that they be fully considered during preparation of environmental documents relating to CEQA.

The single individual was located outside of the Project Impact Area, therefore no direct impacts to the species is expected to occur. Indirect impacts will be avoided and minimized as described below. It is more likely that on-going vegetation management activities will impact this individual plant than the Project. No critical habitat is designated for this species. Direct impact to San Diego marsh elder will be avoided. Impacts to areas near the San Diego marsh elder's location are expected to have a low potential for indirect impacts due to the fact the plant is located down the berm of the spreading grounds. Mitigation Measures BIO-1 and BIO-4 would be implemented to ensure protection of the species.

**Mitigation Measures**

**BIO-1:** The footprint of temporary disturbance in the San Gabriel River shall be minimized to the maximum extent feasible and clearly marked in the field. Any areas adjacent to sensitive plant or animal resources will be protected with orange snow fencing or similar material to minimize the potential for impacts. Access to the River shall be via preexisting access routes to the greatest extent possible. The biological monitor should confirm suitable marking/fencing prior to initiation of Project activities.

**BIO-2:** Temporarily impacted areas of jurisdictional waters will be restored to pre-Project elevations.

**BIO-3:** The removal of potential nesting bird habitat will be conducted outside of the nesting season (February 1 to August 31) to the extent feasible. If grading or vegetation removal is to occur between February 1 and August 31, a nesting bird survey shall be conducted by a qualified biologist within no more than 72 hours of such scheduled disturbance, to determine the presence of nests or nesting birds. If active nests are identified, the biologist will establish appropriate buffers around the vegetation (typically 500 feet for raptors and sensitive species, 200 feet for non-raptors/non-sensitive species). All work within these buffers will be halted until the nesting effort is finished (i.e. the juveniles are surviving independent from the nest). The onsite biologist will review and verify compliance with these nesting boundaries and will verify the nesting effort has finished. Work can resume within the buffer area when no other active nests are found. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to CDFW for mitigation monitoring compliance record keeping. If vegetation removal is not completed within 72 hours of a negative survey during nesting season, the nesting survey must be repeated to confirm the absence of nesting birds.

**BIO-4:** The Project will implement standard best management practices (BMPs) to prevent direct and indirect impact to natural resources. BMPs will include by not be limited to:



- Watering of the site during Project activities will occur to minimize dust and reduce impacts to native vegetation adjacent to the Project.
- Prevent discharge of sediment and pollutants
- No stockpiling in jurisdictional waters
- Equipment storage and staging will occur outside of jurisdictional waters.
- Equipment will be checked for leaks. Proper maintenance to equipment will occur as needed. Fueling of equipment will occur in a manner that prevents potential runoff into jurisdictional waters.
- Invasive Species Management: imported material such as gravel and fill, and erosion control materials such as fiber rolls, straw wattles, and/or hay bales will be certified weed-free
- Litter and pollution control: ensure that trash and food items are contained in animal-proof containers and removed at the end of the work day to avoid attracting opportunistic predators such as ravens, coyotes, and feral dogs.
- Cover trenches and other hazards to prevent capture of wildlife (all BMPs will be implemented in such a manner that they do not pose a barrier or threat to wildlife).

**BIO-5:** A follow-up, late season focused rare plant survey will be performed to confirm presence/absence of any sensitive plant species with potential to occur onsite. If sensitive species are identified within the impact area, CDFW will be consulted to determine an appropriate method to collect the species and reseed or relocate the plants prior to construction.

**BIO-6:** A pre-construction presence/absence survey for burrowing owl within the Project Impact Area where suitable habitat is present shall be conducted by a qualified biologist within 14 days prior to the commencement of ground disturbing activities. If active burrowing owl burrows are detected during the breeding season, all work within an appropriate buffer (typically a minimum 300 feet) of any active burrow will be halted. If there is an active nest at the burrow, work will not proceed within the buffer until that nesting effort is finished. The onsite biologist will review and verify compliance with these boundaries and will verify the nesting effort has finished. Work can resume in the buffer when there are no occupied/active burrowing owl burrows found within the buffer area.

If active burrowing owl burrows are detected outside the breeding season or during the breeding season and its determined nesting activities have not begun (or are complete), then passive and/or active relocation may be approved following consultation with CDFW. The installation of one-way doors may be installed as part of a passive relocation program. burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and back filled to ensure that animals do not re-enter the holes/dens. Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to CDFW for mitigation monitoring compliance record keeping.

**BIO-7:** A pre-construction presence/absence survey for coastal whiptail will be performed by a qualified herpetologist within 30 days prior to the commencement of ground disturbing activities within the Project Impact Area and immediately adjacent areas where suitable habitat is present. If it is determined no suitable habitat is present within the Project Impact Area or immediately adjacent areas where there is potential for indirect impacts, within 30 days prior to Project construction then

no presence/absence survey will be required. If a presence/absence survey is performed, then the survey methodology should be consistent with accepted protocols or guidelines for determining presence of sensitive reptile species in southern California. If the species or other special status species is detected during the survey, then a relocation and/or exclusionary plan will be developed in consultation with CDFW to prevent direct impacts to the species during Project construction.

**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, and regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?**

**Less than significant impact with Mitigation:** The construction of the Project could result in indirect and direct adverse effect to sensitive vegetation communities from disturbances and colonization of invasive weeds, generation of fugitive dust, increased human presence, and increased vehicle traffic within the Project area. With the implementation of the measures BIO-1, BIO-3, and BIO-4, effects to sensitive vegetation communities would be less than significant.

All of the natural communities that occur within the jurisdiction of the USACE, CDFW, and RWQCB are considered sensitive communities and habitat. Vegetation communities within jurisdictional waters that will be directly impacted include; black willow thicket, mulefat thicket, California bulrush marsh, sedge patches, ragweed patches, upland mustards, and annual barley grassland.

**Indirect Impacts**

Every effort will be made to minimize the impacts to the natural resources and sensitive habitats due to construction. The construction access area will be minimized as much as feasible and standard best management practices will be put into place to minimize indirect impacts to surrounding resources. Implemental of Mitigation Measures BIO-1, BIO-3, and BIO-4 and reduce indirect impacts to less than significant.

**c) Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

**Less than Significant Impact with Mitigation:** Projects with impacts to Waters of the United States are regulated under Sections 401 and 404 of the Clean Water Act through the USACE and the RWQCB. The Waters of the US are limited to the ordinary high-water mark. A jurisdiction wetland assessment of Waters of the U.S. including Wetland Waters of the U.S., was prepared by VCS Environmental based of the USACE Wetland Delineation Manual Arid Region West. A three-parameter approach was used to identify potential Waters of the U.S.. These parameters included the presence of wetland vegetation, presence of drainages and hydrology and the presence of hydric soils. Jurisdictional non-vegetated Waters of the United States are typically determined through the observation of an Ordinary High Water Mark (OHWM), which is defined as the "line on the shore established by the fluctuation of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas."

Projects with impacts to Waters of the State are regulated by the CDFW and RWQCB under California Fish and Game Code §§1600 et seq.; California Code of Regulations, Title 14, §720 Porter-Cologne Water Quality Control Act; California Code of Regulations title 23, section 3831(w).

The Waters of the State generally extend to the top of a bank and the limit of riparian habitat, whichever is greater. A jurisdiction assessment of State Waters, including RWQCB wetlands based on their recently adopted definition from April 2, 2019, was prepared by VCS Environmental. The parameters for RWQCB wetlands include the presence of drainages/hydrology and the presence of hydric soils. Riparian habitat, which is often similar to RWQCB wetlands, were also mapped for CDFW jurisdiction. Furthermore, impacts to RWQCB jurisdiction may be subject to an Alternative Analysis, should a) permanent impacts to more than two-tenths of an acre or 300 lineal feet of waters of the State be required, b) the Project supports rare, threatened or endangered species habitat in the waters of the State, or c) the Project would result in impacts to wetlands.

As shown in Tables 15-17 the construction of the Proposed Project would result in temporary and permanent impacts to US and State wetland, non-wetland, and emergent wetland waters. The potential loss of Waters of the US and State would be considered a significant impact. The potential impacts to Waters of the US and State would require approval of a 404 Permit from the US Army Corps of Engineers, 401 Water Quality Certification from the RWQCB and Streambed Alteration Agreement from California Department Fish and Wildlife. Through the permit process, the Proposed Project would identify mitigation measures to compensate for the temporary and permanent impacts to Waters of the State. The Proposed Project's Compliance with USACE 404 Permit, RWQCB 401 Water Quality Certification and California Department Fish and Wildlife Streambed Alteration Agreement approval processes would ensure that there would be no net loss of Waters of the US or State. With the implementation of Mitigation Measure BIO 4 and measures BIO-2 and BIO-4, potential impacts to Waters of the US and State would be less than significant.

The USACE, CDFW, and RWQCB impacts and jurisdictional acreages are detailed in Tables 15-17 below and depicted on the jurisdictional delineation map (Appendix C).

**Table 15: Approximate Impacts to USACE Jurisdictional Waters**

Impact Type	Impact Acreage
Total Permanent-Emergent Wetland	0.001*
Total Temporary	2.16
Wetland	0.57
Emergent Wetland	1.38
Non-wetland	0.21
*0.001 acre = 57.0 square feet	

**Table 16: Approximate Impacts to CDFW Jurisdictional Waters**

Impact Type	Impact Acreage
Total Permanent-Emergent Riparian	0.001*
Total Temporary	2.72
Riparian	0.58
Emergent Riparian	1.38

Streambed	0.76
*0.001 acre = 57.0 square feet	

**Table 17: Approximate Impacts to RWQCB Jurisdictional Waters**

Impact Type	Impact Acreage
Total Permanent-Emergent Wetland	0.001*
Total Temporary	2.72
Wetland	0.58
Emergent Wetland	1.38
Non-wetland	0.76
*0.001 acre = 57.0 square feet	

**Mitigation Measures**

Mitigation Measures BIO-2 and BIO-4 are required.

**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?**

**Less than Significant Impact with Mitigation:**

**Migratory Birds**

The general location where the proposed bikeways bridge would be constructed contains suitable habitat to support migratory birds. If construction activities occur during nesting season there would be the potential that direct impacts and indirect construction noise impacts could occur to nesting birds which could disrupt their nesting patterns. Mitigation measure BIO-4 would be implemented to avoid potential direct impacts and indirect construction noise impacts to nesting migratory birds. No adverse impacts to migratory birds would occur.

**Native Fish**

The segment of the Santa Gabriel River where the proposed bikeways bridge would be constructed contains seasonal flows and lacks suitable habitat to support native fishes. Additionally, the Proposed Project would be constructed outside of the flood season, most likely when the river channel would be dry. In the event native fish find their way to the Project area segment of the river when the river is flowing, the presence of a bridge structure would have no effect on them. No adverse effects to native fish would occur.

**Wildlife Corridors**

Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human disturbance. The fragmentation of open space areas by urbanization creates isolated "islands" of wildlife habitat. Corridors effectively act as links between different populations of a species. An increase in a population's genetic variability is generally associated with an increase in a population's health. Corridors and linkages that facilitate regional

wildlife movement are generally located near water ways, ridgelines riparian corridors, flood control channels that are contiguous with habitat.

The San Gabriel River functions as a wildlife corridor for small mammals in that it provides linkages to habitat areas along the river between the Pacific Ocean and the San Gabriel Mountains. The presence of the proposed bikeways bridge would not fragment habitat areas or impede wildlife movement along the San Gabriel River channel. During construction operations, the construction and vibration could discourage wildlife movement. The construction activity would only occur during the day and not during the night when most of wildlife movement would occur. Implementation of the Proposed Project would not have a significant impact on wildlife movement through the Project area.

### **Mitigation Measures**

Mitigation Measures BIO-4 and BIO-5 are required.

#### **e) Would the Project conflict with any local policies or ordinance protecting biological resources, such as a tree preservation policy or ordinance?**

**No Impact.** The City of Pico Rivera Municipal Code provides policies that provide for the protection of trees within the City. Implementation of the Proposed Project would not remove any City trees. Therefore, the Proposed Project would not conflict with the ordinance policies. There is no other biological resource associated with or protected by a local policy or ordinance within the Project area. No mitigation measures required.

#### **f) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

**No Impact.** The Project area is not included within an adopted Habitat Conservation Plan or Natural Communities Conservation Plan. Therefore, implementation of the Proposed Project would not conflict with an adopted Habitat Conservation Plan or Natural Communities Conservation Plan. No mitigation measures required.

## 4.5 Cultural Resources

Would the Project:

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

### **Environmental Analysis:**

The following analysis is based on an Archaeological Survey Report prepared by VCS Environmental in April of 2019. The Archaeological Survey Report is presented in Appendix D-1.

### **Background**

Cultural resources include prehistoric archaeological sites, historic archaeological sites, historic structures, and artifacts made by people in the past. Prehistoric archaeological sites are places that contain the material remains of activities carried out by the native population of the area (Native Americans) prior to the arrival of Europeans in Southern California. Artifacts found in prehistoric sites include flaked stone tools such as projectile points, knives, scrapers, and drills; ground stone tools such as manos, metates, mortars, and pestles for grinding seeds and nuts; and bone tools. Historic archaeological sites are places that contain the material remains of activities carried out by people during the period when written records were produced after the arrival of Europeans. Historic archaeological material usually consists of refuse, such as bottles, cans and food waste, deposited near structure foundations. Historic structures include houses, commercial structures, industrial facilities, and other structures and facilities more than 50 years old.

### **Regulatory Setting**

#### **National Register of Historic Places**

Cultural resources are considered during federal undertakings chiefly under Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended) through one of its implementing regulations (36 CFR 800). Properties of traditional religious and cultural importance to Native Americans are considered under Section 101(d)(6)(A) of the NHPA. Section 106 of the NHPA (16 USC 470f) requires federal agencies to take into account the effects of their undertakings on any district, site, building, structure, or object that is included in or eligible for inclusion in the NRHP and to afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on such undertakings (36 CFR 800.1). Under Section 106, the significance of any adversely affected

cultural resource is assessed and mitigation measures are proposed to reduce the impacts to a less than significant level. Significant cultural resources are those that are listed in or are eligible for listing in the NRHP in accordance with the criteria stated at 36 CFR 60.4, which are listed below.

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association and

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

#### California Register of Historical Resources

CEQA requires a lead agency to determine whether a project would have a significant effect on one or more historical resources. A “historical resource” is defined as a resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR) (*California Public Resources Code* [PRC], Section 21084.1); a resource included in a local register of historical resources (14 *California Code of Regulations* [CCR], Section 15064.5[a][2]); or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (14 CCR 15064.5[a][3]).

Section 5024.1 of PRC, Section 15064.5 of the State CEQA Guidelines (14 CCR), and Sections 21083.2 and 21084.1 of the CEQA Statutes were used as the basic guidelines for the cultural resources study. PRC 5024.1 requires evaluation of historical resources to determine their eligibility for listing on the CRHR. The purposes of the CRHR are to maintain listings of the State’s historical resources and to indicate which properties are to be protected from substantial adverse change. The criteria for listing resources in the CRHR were expressly developed to be in accordance with criteria developed for listing in the National Register of Historic Places (NRHP) (per the criteria listed in the *Code of Federal Regulations* [CFR], Title 36, Section 60.4) and include those listed below.

A resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

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

According to Section 15064.5(a)(3) (A–D) of the State CEQA Guidelines (14 CCR), a resource is considered historically significant if it meets the criteria for listing in the NRHP (per the criteria listed at 36 CFR 60.4, previously discussed). Impacts that affect those characteristics of the resource that qualify it for the NRHP or that would adversely alter the significance of a resource listed in or eligible

for listing in the CRHR are considered to have a significant effect on the environment. Impacts to cultural resources from a project are thus considered significant if the project (1) physically destroys or damages all or part of a resource; (2) changes the character of the use of the resource or physical feature within the setting of the resource that contributes to its significance; or (3) introduces visual, atmospheric, or audible elements that diminish the integrity of significant features of the resource. The purpose of a cultural resources investigation is to evaluate whether any built environment cultural resources are present in or near the project area or can reasonably be expected to exist in the subsurface. If resources are discovered, management recommendations would be included that require evaluation of the resources for NRHP or CRHR eligibility.

### Human Remains

Section 7050.5 of the *California Health and Safety Code* provides for the disposition of accidentally discovered human remains. Section 7050.5 states that, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains. Section 5097.98 of the PRC states that, if remains are determined by the Coroner to be of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours which, in turn, must identify the person or persons it believes to be the most likely descended from the deceased Native American. The descendants shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

### **Area of Potential Effect**

The Project APE (Area of Potential Effect) occurs at an elevation of approximately 44.5 meters (146 feet) to 48.7 meters (160 feet) above mean sea level (msl) within predominantly developed land located along a portion of the San Gabriel River and existing streets and bike trails.

The APE was established as the footprint of the project disturbance area that includes the entirety of Mines Avenue, extending from Paramount Boulevard eastward to the San Gabriel River, and along a short segment of Dunlap Crossing Road on the east side of the river to Norwalk Road. The proposed bike path on Mines Avenue will extend down the middle/median of the street, with the dual bioswales located on both sides of the bike path. The APE also includes the existing bicycle path from the eastern end of Mines Avenue on the west side of the river, north along the Spreading Grounds to the San Gabriel River Spreading Basins Trail. Here the Spreading Basins Trail (and APE) splits – the eastern fork of the Spreading Basins Trail terminates at the San Gabriel River Bike Path, which is the future location of the west end of the proposed bridge. The northern fork of the Spreading Basins Trail extends north a short distance ending at the access gate at Whittier Boulevard. The APE also encompasses a portion of the San Gabriel River Flood Control Channel itself, south of the existing drop structure, and finally, a short section of the existing San Gabriel River Bike Path on the east bank of the river.

While all construction work within the river channel will occur nearest the proposed bridge site, the APE has been extended northward to the drop structure to allow heavy construction equipment room to maneuver and park and equipment to be stored nearest the location of work if necessary. Those areas of the APE within which are US Army Corps of Engineers' delineated Waters of the United States are also shown on the APE map.



All project impacts, and any potential impacts to cultural resources will occur within the project footprint. Proposed excavations that have the potential to affect cultural resources will include (1) grading of Mines Avenue to a depth of up to four feet below the present surface in order to create the inverted road, bike trail, and bioswales; (2) grading and excavation into each channel wall for the construction of the bridge buttress; (3) construction of access ramps for construction equipment built into the channel and (4) drilling with augers of a two 7-foot diameter augers to a maximum depth of 15 feet for the placement of two 7-foot reinforced concrete pier columns and reinforced with concrete and rebar for installation of the bridge pier columns.

#### Archaeological/Historical Resources Records Search

An archaeological and historical resources records search for the APE locations and a one-half mile radius around each was conducted on February 25, 2017, by the South Central Coastal Information Center (EIC) at California State University, Fullerton. The SCCIC is the designated regional repository of the California Historical Resources Information System (CHRIS) for records regarding archaeological and historical resources and associated studies in Los Angeles County. The CHRIS system provides data on the NRHP, CRHR, California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), and Historical Landmarks of Riverside County, plus historical maps and photographs as needed.

The results of the records search indicate that 23 studies have been conducted within a 1/2 mile radius of the APE. Six of these studies consisted of archaeological surveys and monitoring efforts at least partially within the Project APE.

Two were literature reviews; one was 36 linear miles long, along Washington and Passons Boulevards, Mines Avenue, then along the river trail on the east side of the river past the APE. The second included a swath of land a few hundred feet wide, east of the San Gabriel River and several miles long through a small portion of the APE east of the river. Two of the four remaining studies were linear surveys along city streets that crossed the APE in only one place. The final two surveys were pedestrian surveys within the San Gabriel River channel related to the construction of the No. 2 Inlet/Turn-out structure and the 001B Turn-Out structure within the channel.

**Table 17: Cultural Resources Studies Conducted Within the Project APE**

Report No.	Author(s)/Year	Type of Study/Resources Identified
LA-03408	Stickel (1994)	Literature search. 36 linear miles
LA-04209	Allen (1998)	Survey. 29.5 linear miles
LA-04880	Smith & Siro (2000)	Literature search. >1 linear mile
LA-07834	Gust (2003)	Survey. 6.5 linear miles. 3 resources
LA-12320	Kry et al. (2013)	Survey. 5 resources
LA-12321	Kry et al. (2013)	Survey. 43 resources

Ten cultural resources properties have been recorded within 1/2 mile of the APE (Table 18); three of these properties (P-19-190511; P-19-101352; P-19-101353) were recorded within the Project APE as a result of the previous investigations.

**Table 18: Cultural Resources Recorded Within One HALF Mile of the Project APE**

Trinomial (Primary No.)	Recorder (Year Recorded - latest)	Resource Description
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P-19-000182	Briggs (1984)	Village of Sejat, Suku
P-19-001179	Woodward & Swidden (1984)	Historic foundation and trash scatter
P-19-101352*	Rincon (2015)	Isolate: clear bottle with patina
P-19-101353*	Rincon (2015)	Isolate: Bottle base – clear glass
P-19-178611	Newland (1999)	Casa de Governor Pio Pico Adobe
P-19-186112	Smith & Steely	Union Pacific RR
P-19-186932	Newland (1999)	Pio Pico State Historic Park Admin Facility
P-19-188983	Stewart (2008)	LADWP Boulder Lines
P-19-190007	URS (2012)	Pico Rivera United Methodist Church
P-19-190511*	ESA (2017)	San Gabriel Coastal Spreading Grounds
Within the APE*		

### Survey Results

The majority of the APE is developed and under existing streets and sidewalks, save for the area within and on the banks of the San Gabriel River. Ground disturbances within the APE include construction of roads and sidewalks along Mines Avenue and the various bike and pedestrian trails between Mines Avenue and the San Gabriel Spreading Grounds. No prehistoric or historic archaeological resources, including the recorded isolates (P-19-101352 and P-19-101353), were noted during the survey.

### Project Impacts:

#### **a) Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?**

**Less than Significant Impact.** The City of Pico Rivera, in cooperation with the California Department of Transportation (Caltrans), proposes to construct a 1.5-mile bicycle facility along Mines Avenue, a bike/pedestrian bridge over the San Gabriel River, and a bicycle facility along Dunlap Crossing Road. The project will receive construction funding provided by the Active Transportation Project and Urban Rivers Grant Program and is therefore subject to review under Section 106 of the National Historic Preservation Act (NHPA) and CEQA. Caltrans has determined that there appears to be two potential historic districts within the project Area of Potential Effects (APE) that may be adversely affected by the Proposed Project. Caltrans Cultural Studies Office has approved assumption of eligibility for the San Gabriel River Channel for the purposes of this Project. The San Gabriel River Channel appears to contribute to two potential historic districts; the San Gabriel River System and/or the larger Los Angeles County Flood Control District. The Los Angeles County Flood Control District, as a whole appears, significant under Criteria A, and has been determined eligible for listing in the National Register of Historic Places by Caltrans as part of compliance with Section 106.

In accordance with the Criteria of Adverse Effect set forth in National Historic Preservation Act, adverse effects on the segment of the San Gabriel River Channel within the project APE has been assessed by applying the following criteria developed by the Advisory Council on Historic Preservation (ACHP).

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in

a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

Adverse effects on historic properties include, but are not limited to:

- (1) Physical destruction of or damage to all or part of the property;
- (2) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and applicable guidelines;
- (3) Removal of the property from its historic location;
- (4) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- (5) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- (6) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (7) Transfer, ease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The individual criteria for the San Gabriel River Channel segment are analyzed below:

**(1) Physical destruction of or damage to all or part of the property**

The section of the San Gabriel River Channel walls, levee tops, and channel floor in the APE will need to be disturbed in order to construct the new Pico Rivera Bikeway Bridge. The construction will require the installation of concrete bridge piers, new bridge deck, and connection to the pavement of the existing bikeway/pedestrian path on both sides of the channel. The construction work will cause temporary damage to the historic engineering design of the channel, and to the physical components (such as dirt, grades of gravel, size of rip-rap) that is used to form the channel walls to a specific grade as needed in that section of the channel.

**(2) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and applicable guidelines:**

The current project plans call for the channel banks and channel geometry of the segment of the San Gabriel River Channel within the APE to be repaired and restored to their historic dimensions, design, and materials, in accordance with the *Secretary's Standards for the Treatment of Historic*

*Properties*, or with the cooperation and assistance of the Los Angeles County Department of Public Works engineers, after the completion of the installation of the Pico Rivera Bikeway bridge.

**(3) Removal of the property from its historic location**

The segment of the San Gabriel River Channel within the APE will not be removed from its location as a result of the proposed undertaking.

**4) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance:**

The construction of a bikeway bridge over the San Gabriel River Channel within the APE does not have the potential to change the physical features that contribute to the historic significance of the linear resource if the channel is repaired and restored to physically, and visually, match the existing lengths of channel to the north and south of the APE. The proposed project will not change the character of the channels use.

**(5) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features:**

The proposed plans currently call for the construction of a bikeway bridge over the segment of the San Gabriel River Channel within the proposed APE. Because of the size (length and width) of the channel, the new bridge is not expected to introduce a visual element (concrete-deck bridge) that will alter or impinge upon the historic vista of the channel.

**(6) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization:**

There will be no neglect to the San Gabriel River Channel property.

**(7) Transfer, ease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.**

Not applicable

Based on the above analysis, the construction the proposed bikeways bridge would not meet any of the criteria that would cause an adverse effect to the historic integrity of the San Gabriel River Channel. Furthermore, the repair, restoration, and rehabilitation, of the segment of the San Gabriel River Channel after the construction of the new Pico Rivera Bikeway Bridge would be performed in conjunction with the engineering expertise of the Los Angeles County Department of Public Works staff, and reviewed by the City of Pico Rivera, assuring the Proposed Project plans are consistent with the Secretary of the Interior's Standards based on compatibility with the character-defining features of the San Gabriel River Channel, and in terms of maintaining that the essential form and integrity of the channel segment is unimpaired. Compliance with the Secretary of the Interior's Standards would ensure that the construction activities for the bridge would not result in significant adverse effect San Gabriel River Channel. No mitigation measures required.

**b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?**

**Less than Significant Impact with Mitigation.** Review of historical photographs show that Mines Avenue was constructed sometime before 1951. Prior to and during that time, the surrounding area was planted in citrus. Similarly, the San Gabriel Spreading Grounds were constructed sometime before 1951. Prior to that time, the natural river course prevailed.

The amount of surface and subsurface disturbance that has occurred as a result of construction of the existing bike and pedestrian trails and access roads, combined with the negligible nature of proposed disturbances in these areas, suggests little potential for adverse effects to cultural resources there. However, in two distinct areas of the Project area, proposed excavations do have the potential to adversely affect cultural resources. The first is the proposed bridge and surrounding area. Here, excavations for the bridge buttress on each bank of the river, construction of three access ramps, and installation of the bridge columns, have the potential to affect cultural resources if excavations are into native sediment. Current Project plans do not yet make this clear as geotechnical borings have not yet been completed. The second area is the entire length of Mines Avenue from Paramount Boulevard to the San Gabriel River. In order to construct the inverted Mines Avenue road way that will allow for rainwater to flow into the bioswales in the center of the road, up to four feet of excavations into the road subgrade will be necessary. To ensure unknown archaeological resources are not encountered and damaged during excavation activities Mitigation Measure CR-1 OS recommended. With implementation of Mitigation Measure CR-1 potential impacts to unknown cultural resources would be less than significant.

### **Mitigation Measures**

**CR-1:** Prior to the issuance of grading permits and/or action that would permit Project site disturbance, the Applicant shall provide written evidence to the City of Pico Rivera that the Applicant has retained a qualified Archaeologist to observe grading activities in native sediments and to salvage and catalogue archaeological resources, as necessary. The Archaeologist shall be present at the pre-grade conference; shall establish procedures and a schedule for archaeological resource surveillance; and shall establish, in cooperation with the Applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate. If archaeological resources are found to be significant, the Archaeologist shall determine appropriate actions, in cooperation with the City, Native American Tribe(s), and Applicant, for exploration and/or salvage. Significant sites that cannot be avoided may require data recovery measures which will be outlined in a Data Recovery Plan, prepared in consultation with the City, Native American Tribe(s), and Applicant. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the City of Pico Rivera.

### **c) Disturb any human remains, including those interred outside of formal cemeteries?**

**Less than Significant Impact with Mitigation:** No human remains or cemeteries are known to exist within or near the APE. However, there is always the potential that subsurface construction activities associated with the Proposed Project could potentially damage or destroy previously undiscovered human remains. Accordingly, this is a potentially significant impact. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. With the implementation of Mitigation Measure CR-2 potential impacts to human remains would be less than significant.

### **Mitigation Measure**

**CR-2:** If human remains are encountered during excavation activities, all work shall halt in the vicinity of the remains and the County Coroner shall be notified (*California Public Resources Code*, Section 5097.98). The Coroner will determine whether the remains are of forensic interest. If the Coroner, with the aid of a qualified Archaeologist, determines that the remains are prehistoric, s/he will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 7050.5 of the *California Health and Safety Code*. The MLD shall make his/her recommendation within 48 hours of being granted access to the site. If feasible, the MLD's recommendation should be followed and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials (*California Health and Safety Code*, Section 7050.5). If the landowner rejects the MLD's recommendations, the landowner shall rebury the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance (*California Public Resources Code*, Section 5097.98).

## 4.6 Energy

Would the Project:

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

### **Environmental Analysis:**

The following analysis is based on Energy Demand Technical Memorandum prepared by Birdseye Planning Group in April of 2019. The Energy Demand Technical Memorandum is presented in Appendix E.

#### **a) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

**Less than Significant Impact:** Implementation of the Proposed Project would result in the commitment of energy resources. During construction energy supplies would mostly be fuels to operate heavy equipment to construct the proposed Project. The energy consumption impacts would occur at different levels throughout the construction phase. The tables below show estimated gasoline demand for construction workers, diesel fuel demand for hauling trips, and construction equipment. The data provided show energy demand for one, 1,000-foot segment as well as the Project total for construction of ten, 1,000-foot segments along Mines Avenue and two, 1,000-foot segments along Dunlap Crossing Road or 12 total 1,000-foot segments. Based on the scope of the proposed Project, there would be no direct energy demand (i.e., electricity and natural gas) or fuel demand associated with operation of the Project. The energy demands would be considered for a typical roadway construction Project and would not result in unnecessary consumption of energy. The construction of the Mines Avenue Class IV Bikeway and enhancement of the Dunlap Crossing Road Class I and Class II Bikeways is anticipated to increase bicycle usage, which would decrease vehicle miles traveled and decrease the consumption of fossil fuels.

**Table 19: Construction Worker Gasoline Demand**

Phase	Days	CO2E MT	Kg CO2e	Kg/CO2/Gallon	Gallons
Site Preparation	6	0.6	600	8.87	68
Paving	2	0.15	150	8.87	17

Architectural Coating	1	0.1	100	8.87	11
Total per segment					96
Total for 12 segments					1,152

**Table 20: Construction Haul Diesel Fuel Demand**

Phase	Days	CO2E MT	Kg CO2e	Kg/CO2/Gallon	Gallons
Site Preparation	6	14.7	14,700	10.18	1,444
Paving	2	0.9	900	10.18	88
Architectural Coating	1	0	0	10.18	0
Total per segment					1,532
Total for 12 segments					18,384

**Table 21: Construction Equipment Diesel Fuel Demand**

Phase	Days	CO2E MT	Kg CO2e	Kg/CO2/Gallon	Gallons
Site Preparation	6	8.5	8,500	10.18	835
Paving	2	1.2	1,200	10.18	118
Architectural Coating	1	0.6	600	10.18	59
Total per segment					1,011
Total for 12 segments					12,132

**b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**Less than significant Impact with Mitigation:** The Proposed Project would be required to comply with the California Air Resources Board emission requirements for construction equipment, which includes measures to reduce fuel consumption, such as imposing limits on idling and requiring older engines and equipment be repowered or replaced, which help reduce energy commitments during construction. As part of the specifications for the Proposed Project, the contractor would be asked to the extent possible, to use energy efficient equipment for the Project during construction. To reduce potential energy demands for the Proposed Project Mitigation Measure E-1 is recommended.

The City of Pico Rivera Environmental Resources Element identifies several policies promoting the conservations of energy at a local level and at a regional level. The Proposed Project would be consistent with the overall goal of the City to reduce energy consumption, by reducing vehicle traffic and increasing the use of pedestrian facilities, reducing exterior heat gain, reducing water consumption with drought tolerant landscape, encouraging the use of energy efficient construction



equipment and recycling of construction materials. The Proposed Project would be consistent with the City's energy conservation goals and would not involve any activities that would obstruct implementation of local or state energy plans.

**Mitigation Measure**

**E-1:** The Project specifications for the Project will request that the contractor, to the extent feasible, incorporate energy efficient equipment into the mix of construction equipment.

## 4.7 Geology/Soils

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a Known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994 or most current edition), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

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**Environmental Analysis:**

The following analysis is based on information provided in the Geotechnical Report prepared for the Proposed Project by Diaz-Yourman & Associates in April of 2019. The Geotechnical Report is presented in Appendix F.

**a) Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:**

**i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?**

**No Impact:** The Alquist-Priolo Earthquake Fault Zoning Act regulates development near active faults in order to mitigate the hazards of surface fault-rupture. An active fault is one that has experienced earthquake activity in the past 11,000 years. Under the act, the State Geologist is required to delineate special study zones along known active faults. The act also requires that prior to approval of a project, a geologic study be prepared to define and delineate any hazards from surface rupture and that a 50-foot building setback be established from any known trace hazard. According to the California Geologic Survey and the City of Pico Rivera General Plan there are no Alquist-Priolo Earthquake Faults within the Project area. Therefore, the potential for ground rupture impacts would be low and less than significant. No mitigation required.

**ii) Strong seismic ground shaking?**

**Less Than Significant Impact:** The Los Angeles Basin contains numerous regional earthquake faults, several which are in close proximity to the City Pico Rivera. While most of these faults are inactive, a few have resulted in occasional earthquakes. Existing faults that most likely could impact the City as a result of seismic activity include the San Andreas, the Sierra Madre, and the Raymond Hill faults. In the event a moderate to large earthquake occurs along one of these faults, the Project area could have the potential for periodic shaking, possibly of considerable intensity. The risk for seismic shaking impacts within the Project area would be similar to other areas in Southern California. The Proposed Project is designed to meet Caltrans engineering design standards to withstand anticipated ground shaking caused by an earthquake within an acceptable level of risk. With compliance with Caltrans engineering design standards, potential seismic shaking impacts would be less than significant. No mitigation required.

**iii) Seismic-related ground failure, including liquefaction?**

**Less Than Significant Impact:** Liquefaction is the phenomenon in which loosely deposited soils located below the water table undergo rapid loss of shear strength due to excess pore pressure generation when subject to strong earthquake induced ground shaking. Liquefaction is known generally to occur in saturated or near-saturated cohesion-less soils at depths shallower than 50-feet below the ground surface.

The City of Pico Rivera General Plan identifies that the central portion of the city has medium liquefaction potential. Based on the review of available data from GeoTracker GAMA (2019) in the

vicinity of the Project area, nearby groundwater monitoring wells measured groundwater levels as shallow as 31 feet bgs, which would be consistent with the City's General Plan determination that the Project area would have the potential for liquefaction impacts. To minimize liquefaction risks, the Proposed Project would be designed to meet the Caltrans engineering design standards to withstand potential liquefaction impacts caused by an earthquake within an acceptable level of risk. With compliance with Caltrans engineering design standards, potential seismic shaking impacts would be less than significant. No mitigation required.

#### **iv) Landslides?**

**No Impact:** The areas that are most susceptible to earthquake-induced landslides are steep slopes in poorly cemented or highly fractured rocks, areas underlain by loose, weak soils and areas on or adjacent to existing landslide deposits. The Project area is flat and not within vicinity of any historic or existing landslide deposits and would not be subject to landslide risks. No mitigation required.

#### **b) Would the Project result in substantial soil erosion or the loss of topsoil?**

**Less Than Significant Impact with Mitigation:** Construction operations for the Proposed Project would involve excavation and grading activities that would expose soils. The exposed soils could be subject to erosion impacts caused by water and wind. Additionally, construction equipment and vehicles could indirectly transport sediment to offsite locations. According to State Water Resources Control Board (SWRCB) Order 2009-009-DWQ construction projects which disturb one or more acres of soil are required to obtain coverage under a General Construction Permit by the SWRCB. The earthwork activities for the Proposed Project would disturb more than one acre and would be required to obtain a General Construction Permit. The General Construction Permit would require the filing of a Notice of Intent with the SWRCB and the preparation of a Storm Water Pollution Prevention Plan (SWPPP). With the implementation of Mitigation Measure HWQ-1 potential erosion impacts would be less than significant.

#### **Mitigation Measure**

**HWQ-1:** Prior to the start of construction the Project will obtain coverage under the General Construction Permit by the SWRCB and in compliance with the permit shall file a Notice of Intent with the RWQCB and prepare and implement SWPPP.

#### **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 offsite landslide, lateral spreading, subsidence, liquefaction or collapse?**

**Less Than Significant Impact with Mitigation:** According to the City of Pico Rivera General Plan there would be the potential that the Proposed Project could encounter unstable soils or geologic units. While the potential for differential settlement, landslides, and seiches exist within Pico Rivera, given soil, topographic and other conditions, their likelihood and potential for severity would be low. The geotechnical report prepared for the Proposed Project by Diaz-Yourman & Associates provides a series of recommended geotechnical measures to insure the geotechnical stability of the Project. The geotechnical measures implemented in-conjunction with Caltrans engineering design standards would ensure that no adverse soil or geologic impacts would occur that would result in the Proposed Project becoming unstable. With the implementation of Mitigation Measure GEO-1 potential geologic impacts would be less than significant.

**Mitigation Measure**

**GEO-1:** The design and construction of the Proposed Project will implement the recommended geotechnical measures provided Pico Rivera Regional Bikeways Project Geotechnical Report prepared by Diaz-Yourman and Associates, April 2019.

**d) Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks of life or property?**

**Less than Significant Impact:** Expansive soils are characteristically clay and are prone to large volume changes (swelling and shrinking) that are directly related to changes in water content. The geotechnical analysis prepared for the Proposed Project collected and reviewed soils samples taken along Mines Avenue and Dunlap Crossing Road and reviewed soil samples taken from the San Gabriel River to determine expansiveness of the subsurface conditions within the Project area, density, moisture content, sieve analysis, hydrometer, Atterberg limits, compaction characteristics, permeability, pavement-supporting capacity (R-Value), and corrosion potential. The upper 5 feet of subsurface soils along both Mines Avenue and Dunlap Crossing Road consist predominantly of silty sands with various amounts of silt. The soils within the San Gabriel River were similar but with higher content of alluvium. The subsurface soils encountered in the Project area are considered to have low expansion potential. The geotechnical report prepared for the Proposed Project by Diaz-Yourman & Associates provides a series recommended geotechnical measures to insure the geotechnical stability of the Project. The implementation of geotechnical measures in-conjunction with Caltrans engineering design standards would ensure that no adverse soil or geologic impacts would occur that would result in the Proposed Project becoming unstable.

**Mitigation Measure**

Mitigation Measure GEO-1 is required.

**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?**

**No Impact:** The Proposed Project does not propose septic tanks or alternative waste water disposal systems.

**f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

**Less Than Significant with Mitigation:** Almost of the City of Pico Rivera is located within the Peninsular Range's physiographic province and Transverse Range physiographic province of Los Angeles County. Northwest trending mountains and faults characterize the Peninsular Range, while east-west trending mountains and faults characterize the Transverse Range. These sites lie on a variety of alluvial sediments and bedrock of varying ages, including valleys/basin area. Because of its long history of geological formation, there could be some potential that the regional area could contain fossilized plants and animals buried deep underground. The proposed excavations for the Project would be relatively shallow and the potential to encounter unknown fossils would be low. However, there would still be a small possibility unknown fossilized remains could exist and could be uncovered and potentially damaged from construction activities. To avoid potential impacts to unknown paleontological resource a halt condition is recommended that would stop construction activities in the immediate area of the finding until the significance of the finding is determined. With

the implementation of Mitigation Measure PALEO-1, potential impacts to paleontological resources would be less than significant.

**Mitigation Measures**

**PALEO-1:** Prior to the issuance of grading permits and/or action that would permit Project site disturbance, the Applicant shall provide written evidence to the City of Pico Rivera that the Applicant has retained a qualified Paleontologist to observe grading activities into the paleontologically sensitive older Quaternary Alluvium and to conduct salvage excavation of paleontological resources as necessary. Sediment samples should also be recovered to determine the small-fossil potential of the site. The Paleontologist shall be present at the pre-grading conference; shall establish procedures and a schedule for paleontological resources surveillance; and shall establish, in cooperation with the City, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the fossils as appropriate. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the City of Pico Rivera.

## 4.9 Greenhouse Gas Emissions

Would the Project:

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

The following analysis is based on the Air Quality and Greenhouse Gas Emission Report prepared by Birdseye Planning Group in April of 2019. The Air Quality and Greenhouse Gas Emission Report is presented in Appendix A.

### **Environmental Analysis:**

Greenhouse Gas Emissions (GHGs) are comprised of atmospheric gases and clouds within the atmosphere that influence the earth's temperature by absorbing most of the infrared radiation that rises from the sun-warmed surface and that would otherwise escape into space. This process is commonly known as the "Greenhouse Effect". GHGs are emitted by natural processes and human activities. GHGs, include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Other greenhouse gases include water vapor, ozone, and aerosols. Water vapor is an important component of our climate system and is not regulated. Although there could be health effects resulting from changes in the climate and the consequences that can bring about, inhalation of greenhouse gases at levels currently in the atmosphere will not result in adverse health effects, with the exception of ozone and aerosols (particulate matter). The potential health effects of ozone and particulate matter are discussed in air quality criteria pollutant analyses. At very high indoor concentrations (not at levels existing in outside areas), carbon dioxide, methane, sulfur hexafluoride, and some chlorofluorocarbons can cause suffocation as the gases can displace oxygen.

### **Regulatory Framework**

California Air Resources Board (CARB) has proposed interim statewide CEQA thresholds for GHG emissions and released Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, on October 24, 2008 that has been utilized by the SCAQMD's GHG Significance Threshold Stakeholder Working Group in their framework for developing SCAQMD's draft GHG emissions thresholds. The State currently has no regulations that establish ambient air quality standards for GHGs. However, the State has passed laws directing CARB to develop actions to reduce GHG emissions. The following is a listing of relevant State laws to reduce GHG emissions. Detail discussion of each State is presented in Appendix A.

- Executive Order B-30-15, Senate Bill 32 and Assembly Bill 197
- Assembly Bill 1493
- Executive Order S-3-05
- Assembly Bill 32
- Executive Order S-1-07
- Senate Bill 97
- Senate Bill 375
- Assembly Bill 341 and Senate Bills 939 and 1374
- California Code of Regulations (CCR) Title 24, Part 11

### **Thresholds**

Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted CEQA Guidelines provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents but contain no suggested thresholds of significance for GHG emissions. Instead, lead agencies are given the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The general approach to developing a Threshold of Significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move the state towards climate stabilization. If a project would generate GHG emissions above the threshold level, its contribution to cumulative impacts would be considered significant.

The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 metric tons CO<sub>2</sub>E /year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not formally adopted, the SCAQMD has developed a draft quantitative threshold for all land use types of 3,000 metric tons CO<sub>2</sub>E /year (SCAQMD, September 2010). Note that lead agencies retain the responsibility to determine significance on a case-by-case basis for each specific project.

### **Project Impacts:**

**a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

**Less Than Significant Impact:** The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a Climate Action Plan). The City of Pico Rivera does not have a Climate Action Plan; thus, the proposed Project is evaluated herein based on a 3,000 MT (Metric Ton) CO<sub>2</sub>e significance standard. To determine whether GHG emissions associated with the proposed Project are “cumulatively considerable,” consistency with applicable GHG emissions reductions strategies recommended by the 2006 CAT Report and the California Attorney General's Office is also discussed herein.



GHG emissions associated with construction and operation of the proposed Project and existing development have been estimated using California Emissions Estimator Model (CalEEMod) version 2016.3.2.

### ***Construction Emissions***

Construction of the proposed Project would generate temporary GHG emissions primarily associated with the operation of construction equipment and truck trips. Site preparation typically generates the greatest emission quantities because the use of heavy equipment is greatest during this phase of construction. Emissions associated with the construction period were estimated based on the projected maximum amount of equipment that would be used on-site at one time over the course of the Project duration. Construction activity is assumed to occur over a period of approximately 8 months beginning in early 2020. Based on CalEEMod results, construction activity for the Project would conservatively generate an estimated 26 metric tons of carbon dioxide equivalent (CO<sub>2</sub>E) per 1,000-foot segment. For the purpose of this analysis, it is assumed that emissions generated during construction of the bikeway bridge are captured in the total Project emissions calculated for the Mines Avenue and Dunlap Crossing Road improvements. A total of ten (10), 1,000-foot segments of Mines Avenue and two 1,000-foot segments of Dunlap Crossing Road would be constructed; thus, generating 312 MT of CO<sub>2</sub>E. As shown in Table 22, total construction emissions amortized over a 30-year period (the assumed life of the Project), would generate 10.4 metric tons of CO<sub>2</sub>E per year. Project-related annual GHG emissions would not exceed the threshold of 3,000 metric tons per year; therefore, impacts from GHG emissions would be less than significant.

**Table 22: Estimated Construction Related Greenhouse Gas Emissions**

<b>Year</b>	<b>Annual Emissions (metric tons CO<sub>2</sub>E)</b>
2020	312
<b>Total</b>	<b>312</b>
<b>Amortized over 30 years</b>	<b>10.4 metric tons per year</b>

### ***Operational Indirect and Stationary Direct Emissions***

Long-term GHG emissions relate to energy use, solid waste, water use, and transportation. Each source is discussed below and includes the emissions associated with existing development and the anticipated emissions that would result from the Proposed Project.

#### ***Energy Use***

Operation of development typically consumes both electricity and natural gas. The generation of electricity through combustion of fossil fuels typically yields CO<sub>2</sub>, and to a smaller extent, N<sub>2</sub>O and CH<sub>4</sub>. Natural gas emissions can be calculated using default values from the CEC sponsored CEUS and RASS studies which are built into CalEEMod. Based on the scope of the Proposed Project, no natural gas or electricity would be associated with Project operation. Thus, the Project would not generate any emissions associated with these two sources.

#### ***Water Use Emission***

The CalEEMod results indicate that the Proposed Project would use approximately 1.1 million gallons of water per year for cleaning and maintenance purposes. This is likely a conservative estimate based on the scope; however, based on the amount of electricity generated to supply and convey this amount of water, as shown in Table 23, the Proposed Project would generate

approximately 4.2 metric tons of CO<sub>2</sub>E per year. Project-related annual GHG emissions would not exceed the threshold of 3,000 metric tons per year; therefore, impacts from GHG emissions would be less than significant.

### ***Solid Waste Emissions***

Based on the scope of the Proposed Project, no emissions related to solid waste disposal were calculated.

**Table 23: Estimated Annual Water Use Greenhouse Gas Emissions**

<b>Emission Source</b>	<b>Annual Emissions (CO<sub>2</sub>E)</b>
Water	4.2 metric tons
<b>Total Water</b>	<b>4.2 metric tons</b>

### ***Transportation Emissions***

The proposed Project would not generate vehicle trips; thus, there are no transportation related GHG emissions associated with Project operation. For the proposed Project, the combined annual emissions would conservatively total approximately 4.2 metric tons per year in CO<sub>2</sub>E. This total represents less than 0.001% of California's total 2015 emissions of 440.4 million metric tons. As referenced, the emissions are conservative and focused on water consumption required for maintenance and any landscape irrigation. Project-related annual GHG emissions would not exceed the threshold of 3,000 metric tons per year; therefore, impacts from GHG emissions would be less than significant.

### ***GHG Cumulative Significance***

As discussed, a proposed Project exceeding the 3,000 annual MT screening threshold could have a significant environmental impact under CEQA. The calculations presented show the Project would not exceed 3,000 MT annually in GHG emissions. Thus, in the absence of specific federal, state or local thresholds, GHG emissions associated with a specific Project are not considered cumulatively significant.

### **b) Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

**No Impact:** The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The Proposed Project is anticipated to create 10.4 MTCO<sub>2</sub>e per year during construction and 4.2 MTCO<sub>2</sub>e per year during operation, which would be well below the SCAQMD modified draft threshold of significance of 3,000 MTCO<sub>2</sub>e per year. The City of Pico Rivera has not yet adopted a Climate Action Plan, so the applicable plan is the SCAQMD's GHG Working Group. However, the City's General Plan Environmental Resource Element addresses GHG emissions and provides recommendations reducing emissions city-wide. These are identified in Policy 8.2-2 of the Environmental Resource Element. The following recommendations apply, or may apply, to the Project and support the city-wide goal of reducing GHG emissions generated in the City of Pico Rivera:

- Encourage the use of alternative modes of transportation by supporting transit facility and service expansion, expanding bicycle routes and improving bicycle facilities, and improving pedestrian facilities;

- Implement water conservation measures; and
- Require the use of drought-tolerant landscaping.

The Proposed Project is a bicycle path expansion with related features to improve connectivity to a regional trail system. Thus, the Project would directly support use of alternative modes of transportation. It is presumed drought tolerant vegetation would be used for any landscaping improvements and that use of native species would minimize overall water demand. The Proposed Project would be consistent with policies in the Environmental Resource Element of the General Plan related to the reduction of GHG emissions.

#### 4.10 Hazards/Hazardous Materials

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a Project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **Environmental Analysis:**

The following analysis incorporates hazardous site information obtained from the RWQCB Geo Tracker Search Database. The results of the RWQCB Geo Tracker Search is presented in Appendix I.

**a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less Than Significant Impact:** Title 22 of the California Code of Regulations (CCR), Division 4.5, Chapter 11, Article 3 classifies hazardous materials into the following four categories based on their properties: toxic (causes human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), and reactive (causes explosions or generates toxic gases).

Hazardous materials have been and are commonly used in commercial, agricultural and industrial applications as well as in residential areas to a limited extent. Hazardous wastes are hazardous materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. The health impacts of hazardous materials exposure are based on the frequency of exposure, the exposure pathway, and individual susceptibility.

There would be the potential that hazardous materials could be transported along Mines Avenue and Dunlap Crossing Road. Additionally, construction operations associated with the Proposed Project would involve the handling of incidental amounts of hazardous materials, such as fuels, oils and solvents. The construction and operation of the Proposed Project would be required to comply with local, state and federal laws and regulations regarding the handling and storage of hazardous materials. Compliance with local, state and federal laws and regulations regarding the handling and storage of hazardous material would reduce potential hazardous material hazards impacts to the public to a less than significant level. No mitigation required.

**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?**

**Less Than Significant Impact:** As indicated previously, there would be the potential that hazardous materials could be transported along Mines Avenue and Dunlap and that construction operations associated with the Proposed Project would involve the handling of incidental amounts of hazardous materials, such as fuels, oils and solvents. To minimize the inadvertent release of hazardous materials into the environment, Best Management Practices would be implemented that would include hazardous material spill prevention, pursuant to State and Federal Law. Additionally, the proposed Project would comply with local, State and Federal laws and regulations. Compliance with local, state and federal laws and regulations in-conjunction with implementation of Best Management Practices which would reduce the potential inadvertent release of hazardous materials into the environment. No mitigation required.

**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?**

**Less Than Significant Impact:** The closest school site to the Project would be Valencia Elementary School located .40 miles to the west of Mines Road. As indicated previously, the construction and operation of the Proposed Project would not emit hazardous emissions or handle hazardous materials in a way where they would pose a threat to public safety. The fact the Project site is located more than .25 miles to a school site and the Proposed Project would be required to comply with local, state, and federal regulations to protect inadvertent release of hazardous materials, the potential impact would be less than significant. No mitigation required.

**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?**

**Less than Significant Impact:** A database search of Regional Water Quality Control Geotracker Database was conducted to determine the presence of any hazardous wastes sites within the vicinity of the Project area that could adversely impact the Proposed Project. A complete listing of sites within the vicinity of the Project area is included in Appendix I. Based on the database search there are no hazardous cleanup sites within the Proposed Project right-of-way. There are 12 closed cases of cleanup sites, including 11 underground storage tank (UST) sites, and six cleanup sites with an undetermined status within the vicinity of the right-of-way. There is one cleanup program site with an 'open' status of assessment and interim remedial action as of October 30, 2015. It is located at 6015 South Rosemead Boulevard, adjacent to the Project site. The potential contaminants of concern for this site are volatile organic compounds (VOC), while the potential media of concern is soil vapor. There are no DTSC Cleanup Sites or Hazardous Wastes Sites nearby the Project site. Based on the fact there are no known hazardous sites or no ongoing clean-up activities occurring within the Project area, the construction and operation of the Proposed Project would not create significant hazard to the public or environment. No mitigation required.

**e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?**

**No Impact:** The closest airport to the Project area would be Long beach Airport, approximately 12 miles to the south. The Project is not within an airport influence area and not included with an airport land use compatibility plan. Therefore, there would be no airport safety hazards associated with the Proposed Project. No mitigation required.

**f) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**No Impact:** According to the City of Pico Rivera General Plan, Mines Avenue and Dunlap Crossing Road are not identified evacuation routes. Paramount Boulevard, Rosemead Boulevard and Passions Boulevard are identified as evacuation routes. The proposed construction activities along Mines Avenue would temporarily affect access at the intersections Mines Avenue and Paramount Boulevard, Rosemead Boulevard and Passions Boulevard. Since there would be nearby alternative routes, emergency evacuation within the Project area would not be impacted. No mitigation required.

**g) Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

**No Impact:** In accordance with the City Pico Rivera General Plan EIR, there are no designated wildland fire hazard areas within the City. The Project area is located within an urbanized setting and not near any highly flammable material. Based on the developed and maintained nature of the surrounding properties, substantial available fuel loads are not near the Project area. Therefore, no indirect fire hazard impacts are anticipated. No mitigation required.

#### 4.11 Hydrology/Water Quality

Would the Project:

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

The following analysis is based on information provided from Preliminary Hydraulic Analysis and National Pollution Discharge Elimination System (NPDES) Compliance Memorandum prepared by BKF Engineers in April of 2019. The Preliminary Hydraulic Analysis and NPDES Compliance Memorandum are presented in Appendix G and H.

### **Environmental Analysis:**

The City of Pico Rivera area encompasses two watersheds, the San Gabriel River Watershed and the Rio Hondo Watershed. The primary receiving surface water bodies within the San Gabriel Watershed would be the San Gabriel River and the San Gabriel River Estuary. The primary receiving water bodies within the Rio Hondo watershed would include the Rio Hondo River, Los Angeles River and the Los Angeles River Estuary. The study area also overlies the Central Groundwater Basin.

### **Watersheds**

#### **San Gabriel River Watershed**

The San Gabriel River Watershed is 689 square miles and located in the eastern portion of Los Angeles County. It is bound by the San Gabriel Mountains to the north, most of San Bernardino/Orange County to the east, a segment of the Los Angeles River from the San Gabriel River to the west, and the Pacific Ocean to the south. The watershed drains into the San Gabriel River from the San Gabriel Mountains flowing 58 miles south until its confluence with the Pacific Ocean. Major tributaries to the San Gabriel River include Walnut Creek, San Jose Creek, Coyote Creek, and numerous storm drains entering from the 19 cities that the San Gabriel River passes through. The river is diverted into four different spreading grounds for ground water recharge.

#### **Rio Hondo River Watershed**

The Rio Hondo Watershed is a 142 square mile sub-watershed of the much larger 834 square mile Los Angeles River Watershed. The primary surface water body is the Rio Hondo River. There are six major tributaries: the Alhambra, Rubio, Eaton, Arcadia, Santa Anita, and Sawpit Washes. The western portions of the City of Pico Rivera are included within the watershed.

### **Surface Water Bodies**

#### **San Gabriel River**

The San Gabriel River flows from the San Gabriel Mountains in the north through the San Gabriel Valley and the Los Angeles Coastal Plain, and empties into the Los Angeles/Long Beach Harbor. The River runs parallel to Interstate 605 almost the entire length of the freeway from Azusa to Long Beach. The major tributaries to the San Gabriel River are Walnut Creek, San Jose Creek, and Coyote Creek. The Rio Hondo, a distributary of the San Gabriel River, branches from the River just below Santa Fe Dam and flows westward to the Whittier Narrows area. The Whittier Narrows area is a low point between the Puente Hills and Merced Hills, which forms the southern boundary of the San Gabriel Valley. At Whittier Narrows, portions of the flow from San Gabriel River are conveyed to the Rio Hondo by a manmade channel known as Lario Creek or Zone 1 Ditch.

#### **San Gabriel River Estuary**

The San Gabriel River Estuary is approximately 3.4 miles long with a soft bottom and concrete rip rap sides and receives flows from Reach 1 of the San Gabriel River.

#### **Rio Hondo**



The Rio Hondo River is approximately 16.4 miles long. It begins in Irwindale and flows southwest to its confluence with the Los Angeles River near the City of Southgate. Above Irwindale its main stem is known as Santa Anita Creek, which extends another 10 miles (northwards into the San Gabriel Mountains where the source, or headwaters, of the river are found. The Rio Hondo has sometimes been described as a second channel of the San Gabriel River. For much of its length, the rivers flow parallel to each other about two miles (3 km) apart. Both rivers pass through the Whittier Narrows, a natural gap in the hills which form the southern boundary of the San Gabriel Valley. Here, both rivers are impounded by the Whittier Narrows Dam, which the Army Corps of Engineers describes as, "the central element of the Los Angeles County Drainage Area (LACDA) flood control system". During major storms, the outlet works at Whittier Narrows Dam can direct water to either channel, or runoff can be stored.

### Los Angeles River

The Los Angeles River starts in the Simi Hills and Santa Susana Mountains and flows through Los Angeles County nearly 51 miles southeast to its mouth in Los Angeles River Estuary in Long Beach. The first 32 miles of the river are in the City of Los Angeles. Several tributaries join the once free-flowing and frequently flooding river, forming alluvial flood plains along its banks. It now flows through a concrete channel on a fixed course, which was built after a series of devastating floods in the early 20th century.

### Los Angeles River Estuary

The Los Angeles River estuary begins in Long Beach at Willow Street and runs approximately three miles before joining with Queensway Bay located between the Port of Long Beach and the City of Long Beach. The channel has a soft bottom in this reach with concrete-lined sides.

### Central Basin Groundwater Basin

The Central Basin underlies the southeastern part of the Los Angeles Coastal Plain, covering 277 square miles. The Central Basin is bound on the north by the La Brea High and on the northeast and east by the Elysian, Repetto, Merced and Puente Hills. The southeast boundary between the Central and Orange County Groundwater Basins roughly follows the Coyote Creek. The southwest boundary, which separates the Central and West Coast Basins, is the Newport-Inglewood fault system and the Newport-Inglewood uplift. The total storage capacity of the Central Basin is estimated to be approximately 13.8 million acre-feet. Groundwater in the Central Basin occurs in Holocene and Pleistocene sediments at relatively shallow depths. The general direction of the groundwater flow is from the northeast (San Gabriel Valley Basin and recharge areas) to the southwest (West Coast Basin and Pacific Ocean). The Montebello Forebay area, located just south of Whittier Narrows, consists of highly permeable soils and is the most significant area for surface recharge of the Central Basin and the adjacent West Coast Basin.

## **Regulatory Setting**

The following is discussion of Federal, State and local water resource programs that are applicable to the Proposed Project.

### Clean Water Act

The objectives of the Clean Water Act are to restore and maintain the chemical, physical, and biological integrity of Waters of the United States. The Clean Water Act establishes basic guidelines for regulating discharges of pollutants into the Waters of the United States and requires states to

adopt water quality standards to protect health, enhance the quality of water resources and to develop plans and programs to implement the Act. Below is a discussion of sections of the Clean Water Act that are relevant to the Proposed Project.

#### Section 303 (d) Water Bodies

Under Section 303 (d) of the Clean Water Act, the SWRCB is required to develop a list of impaired water bodies. Each of the individual RWQCBs are responsible for establishing priority rankings and developing action plans, referred to as total maximum daily loads (TMDLs) to improve water quality of water bodies included in the 303(d) list. A list of the study area receiving water bodies that have been listed as 303 (d) impaired water bodies is shown in Table 24.

**Table 24: 303 (D) Listed Impaired Water Bodies**

<b>Water Body</b>	<b>Impairment</b>
San Gabriel River Reach 1	pH Pollutant
San Gabriel River Reach 2	Lead Pollutant
San Gabriel River Estuary	Copper, Dioxin, Nickel, Dissolved Oxygen Pollutants
Rio Hondo River Reach 1	Toxicity, Zinc, pH Pollutants
Rio Hondo River Reach 2	Coliform Bacteria, Cyanide Pollutants
LA River Reach 1	Ammonia, Algae and pH Pollutants
LA River Reach 2	Ammonia and Algae Pollutants
LA Estuary	Trash, PCBs (Polychlorinated biphenyls), Chlordane Pollutants

#### Section 402

Section 402 of the Clean Water Act established the NPDES to control water pollution by regulating point sources that discharge pollutants into Waters of the United States. In the State of California, the EPA has authorized the SWRCB to be the permitting authority to implement the NPDES Program. The SWRCB issues two baseline general permits, one for industrial discharges and one for construction activities (General Construction Permit). Additionally, the NPDES Program includes the long-term regulation of storm water discharges from medium and large cities through the Municipal Separate Storm Sewer System (MS4) Permit.

#### **Short-Term Storm Water Management**

Storm water discharges from construction sites with a disturbed area of one or more acres are required to either obtain individual NPDES permits for storm water discharges or be covered by a General Construction Permit. Coverage under the General Construction Permit requires filing a Notice of Intent with the SWRCB and preparation of a SWPPP. Each applicant under the Construction General Permit must ensure that a SWPPP would be prepared prior to grading and implemented during construction. The primary objective of the SWPPP is to identify, construct, implement, and maintain Best Management Practices (BMPs) to reduce or eliminate pollutants in storm water discharges and authorized non-storm water discharges from the construction site during construction. BMPs includes programs, technologies, processes, practices, and devices that control, prevent, remove, or reduce pollution.

## Long-Term Storm Water Management

The Proposed Project would be implemented in the City of Pico Rivera which is a co-permittee to the County of Los Angeles NPDES MS4 Permit and would be responsible for the implementation of the permit requirements. Under the NPDES MS4 Permit, construction projects are defined as Priority Projects or Non-Priority Projects based on the type of project and/or level of development intensity.

### Priority Projects

Projects that are determined to be a Priority Project are required to prepare a Priority Project WQMP based on the County of Los Angeles Model WQMP. The Priority Project WQMP is required to demonstrate that a project would be able to infiltrate, harvest, evapotranspire or otherwise treat runoff generated from an 85<sup>th</sup> percentile storm over a 24- hour period. The Model WQMP requires that Low Impact Development (LID) site design principles be incorporated into the project to reduce and retain runoff to the maximum extent practicable. Such LID site design principles include, but are not limited to, minimizing impervious areas, and designing impervious areas to drain to pervious areas.

### Non-Priority Projects

Certain projects that do not meet the Priority Project criteria are considered Non-Priority Projects and require preparation of Non-Priority Project Plans (NPP). The Non-Priority Project Plan requires documentation of the selection of site design features, source control and any other BMPs included in a project.

## State of California Porter Cologne Water Quality Control Act

The Porter Cologne Water Quality Act of 1967 requires the SWRCB and the nine RWQCBs to adopt water quality criteria for the protection and enhancement of Waters of the State of California, including both surface waters and groundwater. The SWRCB sets statewide policy and together with the RWQCB, implements state and federal water quality laws and regulations. Each of the nine regional boards adopts a Water Quality Control Plan or Basin Plan. The study area surface water and groundwater bodies are included within the Los Angeles Region Basin Plan.

## Los Angeles Region Basin Plan

### Beneficial Uses

The Los Angeles Region Basin Plan (Basin Plan) designates beneficial uses for waters for the Santa Ana River Watershed and the downstream San Gabriel Watershed and identifies quantitative and narrative criteria for a range of water quality constituents applicable to certain receiving water bodies in order to protect these beneficial uses. Specific criteria are provided for the larger water bodies within the region as well as general criteria or guidelines for ocean waters, bays and estuaries, inland surface waters, and groundwater basins. The beneficial uses in the Basin Plan are described in Table 25.

**Table 25: Beneficial Use Descriptions**

Abbreviation	Beneficial Use
GWR	Groundwater Recharge waters are used for natural or artificial recharge of groundwater for purposes that may include, but are not limited to, future extraction, maintaining water quality or halting saltwater intrusion into freshwater aquifers.
REC 1	Water Contact Recreation waters are used for recreational activities involving body contact with water where ingestion of water is reasonably

Abbreviation	Beneficial Use
	possible. These uses may include, but are not limited to swimming, wading, water skiing, skin and scuba diving, surfing, whitewater activities, fishing and use of natural hot springs.
REC 2	Non-Contact Water Recreation waters are used for recreational activities involving proximity to water, but not normally body contact with water where ingestion of water would be reasonably possible. These uses may include, but are not limited to picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing and aesthetic enjoyment in-conjunction with the above activities.
WARM	Warm waters support warm water ecosystems that may include but are not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife, including invertebrates.
LWARM	Limited Warm Freshwater Habitat waters support warm water ecosystems which are severely limited in diversity and abundance.
COLD	Cold Freshwater habitat waters support cold water ecosystems.
BIOL	Preservation of Biological Habitats of Special Significance waters support designated areas of habitats.
WILD	Wildlife Habitat waters support wildlife habitats that may include, but are not limited to the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.
RARE	Rare, Threatened or Endangered Species (RARE) waters support habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened or endangered.
MUN	Municipal and Domestic Supply waters are used for community, military, municipal or individual water supply systems. These uses may include, but are not limited to drinking water supply.
AGR	Agricultural Supply waters are used for farming, horticulture or ranching. These uses may include, but are not limited to irrigation, stock watering, and support of vegetation for range grazing.
IND	Industrial Service Supply waters are used for industrial activities that do not depend primarily on water quality. These uses may include, but are not limited to mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection and oil well depressurization.
PROC	Industrial Process Supply waters are used for industrial activities that depend primarily on water quality. These uses may include, but are not limited to, process water supply and all uses of water related to product manufacture or food preparation.
NAV	Navigation waters are used for shipping, travel, or other transportation by private, commercial or military vessels.
POW	Hydropower Generation waters are used for hydroelectric power generation.
COMM	Commercial and Sportfishing waters are used for commercial or recreational collection of fish or other organisms
EST	Uses of water that support estuarine ecosystems including, but not limited to preservation or enhancement of estuarine habitats, vegetation, fish, shell fish or wildlife.
WET	Uses of water that support wetland ecosystems, including but not limited to preservation or enhancement of wetland habitats, vegetation, fish, shellfish, or wildlife, and other unique wetland functions which enhance

Abbreviation	Beneficial Use
	water quality, such as providing flood and erosion control, stream bank stabilization, and filtration and purification of naturally occurring contaminants.
MAR	Use of water that support marine ecosystems including, but not limited to, preservation or enhancement of marine habitats, vegetation such as kelp, fish, shell fish or wildlife.
MIGR	Uses of water that support habitats necessary for migration, acclimatization between fresh and salt water, or other temporary activities by aquatic organisms, such as anadromous fish.
SPWN	Use of water that support high quality aquatic habitats suitable for reproduction and early development of fish.
SHELL	Use of water that support habitats suitable for the collection of filter-feeding shellfish for human consumption, commercial or sports purposes.

As shown in Tables 26 and 27, the Basin Plan identifies beneficial uses for San Gabriel River, Rio Hondo River, LA River, San Gabriel Estuary and the LA Estuary and the San Gabriel Central Groundwater Water Basin.

**Table 26: Study Area Surface Water Body Beneficial Uses**

Beneficial Use		San Gabriel River Reach 1	San Gabriel River Reach 2	San Gabriel River Estuary	Rio Hondo River Reach 1	Rio Hondo River Reach 2	LA River Reach 1	LA River Reach 2	LA Estuary
Municipal and Domestic Supply	MUN	P	P	NL	P	P	P	P	NL
Navigation	NAV	NL	NL	X	NL	NL	NL	NL	X
Commercial and Sport Fishing	COMM	NL	NL	X	NL	NL	NL	NL	X
Estuarine Habitat	EST	NL	NL	X	NL	NL	NL	NL	X
Marine Habitat	MAR	NL	NL	X	NL	NL	X	NL	X
Ground Water Recharge	GWR	NL	I	NL	I	I	X	X	NL
Agricultural Supply	AGR	NL	NL	NL	NL	NL	NL	NL	NL
Industrial Service Supply	IND	NL	P	X	NL	NL	P	P	X
Industrial Process Supply	PROC	NL	P	NL	NL	NL	P	NL	NL
Water Contact Recreation	REC 1	X	X	X	NL	NL	NL	NL	NL
Non-contact Water Recreation	REC 2	X	X	X	NL	NL	NL	NL	NL
Warm Freshwater Habitat	WARM	P	I	NL	P	P	X	X	NL
Wildlife Habitat	WILD	P	E	X	I	I	X		X
Rare, Threatened, or Endangered Species	RARE	NL	E	X	NL	NL	X	NL	X
Migration of Aquatic Organisms	MIGR	NL	NL	X	NL	NL	P	NL	X
Spawning, Reproduction,	SPWN	NL	NL	X	NL	NL	P	NL	X

Beneficial Use		San Gabriel River Reach 1	San Gabriel River Reach 2	San Gabriel River Estuary	Rio Hondo River Reach 1	Rio Hondo River Reach 2	LA River Reach 1	LA River Reach 2	LA Estuary
and/or Early Development									
Shellfish Harvesting	SHELL	NL	NL	P	NL	NL	P	NL	P
Wetland Habitat	WET	NL	NL	NL	NL	NL	NL	NL	X
NL-Not Listed, X-Present, P-Potential, I-Intermittent									

**Table 27: San Gabriel Groundwater Basin Beneficial Uses**

Beneficial Use	San Gabriel Groundwater Basin
MUN	X
IND	X
REC-1	NL
REC-2	NL
COMM	NL
WARM	NL
WILD	NL
RARE	NL
SPWN	NL
MAR	NL
AGR	X
SHELL	NL
EST	NL
PROC	X
IND	NL
NAV	NL
MIGR	NL
WET	NL
NL-Not Listed, X- Present or Potential Use, I- Intermittent Beneficial Use	

### Water Quality Objectives

The Basin Plan establishes water quality objectives to ensure the protection of beneficial uses. The water quality objectives for Project area water bodies are shown in Table 28.

**Table 28: Water Quality Objectives**

Reach	TDS	HARD	Na	Cl	N	SO4	BOD
San Gabriel River Reach 1	NL	NL	NL	NL	NL	NL	NL
San Gabriel River Reach 2	NL	NL	NL	NL	NL	NL	NL
San Gabriel River Estuary	NL	NL	NL	NL	NL	NL	NL
Rio Hondo River Reach 1	1500	NL	NL	190	8	350	NL
Rio Hondo River Reach 2	750	NL	NL	180	8	300	NL
LA River Reach 1	1500	NL	NL	150	8	350	NL
LA River Reach 2	1500	NL	NL	150	8	350	NL
LA Estuary	1500	NL	NL	150	8	350	NL

Reach	TDS	HARD	Na	Cl	N	SO4	BOD
NL- Not Listed, (1) Five year moving Average Concentrations in Units of Milligrams Per Liter TDS=Total Dissolved Solids, HARD=Hardness, Na=Sodium, N=Nitrogen, Cl=Chloride, SO4=Sulfate, BOD=Biochemical Oxygen Demand							

### **Project Impacts:**

#### **a) Would the project violate Regional Water Quality Control Board Water Quality standards or waste discharge standards?**

**Less than Significant with Mitigation:** As shown in the above tables, the Basin Plans identifies 303 (d) Impaired Water Bodies, Beneficial Uses and Water Quality Objectives for surface water bodies and the groundwater basin within the study area. The following analysis evaluates if the Proposed Project would further impair any listed 303 (d) Impaired Water Bodies and conflict with beneficial uses and water quality objectives established in the Basin Plan.

#### **Beneficial Uses**

During construction there would be the potential that degraded surface water runoff could be generated from the construction sites and conveyed into local drainage facilities, which could conflict with beneficial uses established for Project area surface water bodies. Depending on the constituents in the surface water, the water quality of surface water bodies and downstream water bodies could be reduced. The Proposed Project would disturb more than one acre of area and would be subject to SWRCB Order 2009-009-DWQ and would be required to obtain a State General Construction Permit. In accordance with the State General Construction Permit, a SWPPP would be required to be prepared and implemented. Best Management Practices would be identified to minimize degraded surface water runoff impacts. Such measures could include placement of sand bags and or waddles near drainages, use of rumble racks or wheel washers or other measures to avoid sediment transport. Additionally, the Project would be required to file a Notice of Intent to the Storm Water Report Tracking System and obtain a waste discharger Identification number from RWQCB. With the implementation of Mitigation Measure HWQ-1 potential construction related storm water impacts would be less than significant.

The long-term operation of the Proposed Project would generate surface water runoff that could contain pollutants that could conflict with Project area surface water beneficial use. The Proposed Project would be required to comply with Los Angeles RWQCB Long-Term Post Construction Storm water requirements (Order No. R4-2012-0175), which requires the City of Pico Rivera to adopt a green street policy. Additionally, the Order requires that street and road construction projects of 10,000 square feet or more of impervious surfaces, to the maximum extent possible, reduce the amount of impervious areas and capture and treat or infiltrate stormwater runoff from the roadway surfaces. The design of the Mines Avenue Class IV Bikeway incorporated Low Impact Development features to minimize stormwater runoff. The grade of the Mines Avenue would be inverted and bioswales would be incorporated into the bikeway to capture and treat surface water runoff. There are no Low Impact Features proposed for Dunlap Crossing Road. However, the roadway would not be expanded therefore there would be no increase in impervious surfaces or increases in storm runoff.

## Water Quality Objectives

As shown in Table 28, the water quality objectives for total dissolved solids, chloride and sulfate has been identified for Rio Hondo River Reach 1 and 2, LA River Reach 1 and 2 and the LA Estuary. It is unlikely that the construction and operation of the Proposed Project would introduce elevated levels of chloride and sulfate into any Project area water body. There would be the potential that during construction and operation of the Proposed Project elevated levels of total dissolved solids could be discharged into the Project area water bodies most likely in the form of surface water runoff. During construction, Best Management Practices would be employed to control surface water runoff and long-term surface water runoff would be treated in the proposed bikeway bioswale system. With the implementation of the Best Management Practices and bioswale system, the potential for elevated levels of total dissolved solids being discharged into Project area water bodies would be low. With the implementation of Mitigation Measure HWQ-1 potential water conflicts with the RWQCB standards would be avoided.

## Section 303 (d) Impaired Water Bodies

The RWQCB identifies the Project area segments of San Gabriel River, Rio Hondo River and LA River as impaired water bodies. During construction and operation of the Proposed Project, there would be the potential that degraded surface water runoff could be generated and conveyed to Project area surface water bodies. Depending on the constituents in the surface water, existing impaired water bodies could be further impaired. The Proposed Project would comply with RWQCB requirements for the management of construction related stormwater runoff and post construction stormwater runoff. Compliance with RWQCB requirements in-conjunction with the implementation of the proposed Project's Low Impact Development features would avoid further impairment of impaired water bodies within the study area

## Mitigation Measure

**HWQ-1:** Prior to the start of construction, the Project will obtain coverage under the General Construction Permit by the SWRCB and in compliance with the permit shall file a Notice of Intent with the RWQCB and prepare and implement a SWPPP.

**b) Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

**No Impact:** The Project area overlies the Central Basin Groundwater Basin. The Proposed Project would not involve the extraction of groundwater or involve any activities that would interfere with groundwater recharge activities. The Proposed Project would decrease the overall amounts of impervious surfaces within the Project. Additionally, the Proposed Project includes a bioswale system to infiltrate stormwater runoff. The reduction in impervious surfaces in conjunction with stormwater infiltration would have a beneficial impact on groundwater supplies.

**c) Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

**i) Result in substantial erosion or siltation on- or off-site?**

**Less Than Significant Impact with Mitigation:** Construction operations for the Proposed Project would involve excavation and grading activities that would expose soils. The exposed soils could be



subject to erosion impacts caused by water and wind. Additionally, construction equipment and vehicles could indirectly transport sediment to offsite locations. The project would disturb one or more acres of soil and is therefore subject to the SWRCB Order 2009-009-DWQ and are required to obtain coverage under a General Construction Permit by the SWRCB. The General Construction Permit would require filing a Notice of Intent to the Storm Water Report Tracking System and obtain a waste discharger Identification number from RWQCB and the preparation of a SWPPP. With the implementation of Mitigation Measure HWQ-1 the potential erosion impact would be less than significant.

### **Mitigation Measure**

Mitigation Measure HWQ-1 required.

#### **ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

**Less Than Significant Impact:** The Proposed Project would decrease the overall amounts of impervious surfaces within the study area which would decrease the overall amount of surface water flows generated within the project area. Additionally, the Proposed Project includes a bioswale system to infiltrate surface water runoff, which would help catch flood flows in the area. Based on field percolation tests, a range of infiltration rates from 0.2 inches to 1 inch per hour were identified in the soils where the bioswale system would be built. The County of Los Angeles requires an infiltration rate of 0.3 inches per hour and depth to groundwater (infiltration device invert separation) greater than 10 feet bgs as minimum requirements for infiltration considerations. The soils within the project area fall within the range. In those case where the required percolation rate cannot be achieved subdrains would be constructed to meet the recommended infiltrate rate. No mitigation required.

#### **iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

**Less Than Significant Impact:** As indicated previously, the Proposed Project would reduce the overall amounts of impervious surfaces within the study area and incorporate a bioswale system to capture and treat stormwater runoff which would improve water quality within the study area.

#### **iv) Impede or redirect flood flows?**

**Less than Significant impact:** As part of the engineering studies prepare for the Proposed Project a Preliminary Hydraulic Impact Analysis was prepared by BKF. The purpose of the hydraulic analysis was to evaluate the hydraulic impact of the proposed bicycle bridge structure on the hydraulic characteristics of the San Gabriel River and the impacts to the existing storm drain facilities affected by the proposed improvements to Mines Avenue.

### **Bridge Structure**

The hydraulic analysis of the River was performed using the HEC-RAS computer software program. HEC-RAS uses cross-sectional data, a given flow rate, and boundary conditions to compute flow depths and velocities along the analysis reach. The hydraulic modeling process for the Project involved the following steps;

- Pre-Project: Model the Project Reach of the San Gabriel River
- Post-Project: Modify the pre-Project Model to include the proposed bicycle bridge

and its associated pier supports.

The results of the hydraulic analysis indicate that Downstream of the proposed bridge structure, the water surface elevation would be constant across both the Pre-Project and the Post-Project condition models. This is to be expected given that the river is flowing at subcritical depths and velocities. Under subcritical flow, downstream losses are cumulative from the downstream point of hydraulic control, i.e. the existing drop structure located downstream of Washington Boulevard. The analysis progresses upstream from that point. Since the Project affects no changes to the river downstream of the proposed bridge, the losses downstream of the proposed bridge would be constant in both the pre- and post-Project conditions.

Upstream of the proposed bridge structure the changes in water surface are minimal. As a method of reference, the Federal Emergency Manage Agency requires that localized changes in water surface brought about by Projects in the floodplain match the pre-Project water surfaces upstream and downstream of the proposed Project to within six inches. FEMA considers a change within six inches to be less than significant. As such, the effects of the proposed bicycle bridge crossing are well within the criteria and its impacts to the river can be characterized as being less than significant. As the design progresses, the effects of general and localized scour associated with the placement of the piers in the earthen riverbed will be determined. The design of the pier foundations will accommodate the computed scour depths.

### **Hydraulic Impacts to Mines Avenue**

A field review of Mines Avenue indicates that an existing storm drain is located below the Mines Avenue alignment. Changes to the surface of Mines Avenue would need to accommodate or possibly relocate the existing catch basin inlets to the storm drain that are affected by the Project. The proposed improvements to Mines Avenue will include Low Impact Development (LID) features in order to improve the quality of storm water runoff from the right-of-way. The following is a list of the LID features that are presently proposed for incorporation into the Proposed Project:

- Bike path to be constructed of permeable pavement
- Bioswales incorporated in the proposed median on either side of the bike path
- Parking lanes constructed with permeable asphalt
- Reduction of the number of travel lanes

The proposed LID features would also serve to increase the amount of pervious area within the Mines Avenue right-of-way. As a result, storm water would be more susceptible to infiltration and the magnitude of storm water runoff intercepted by the existing storm drain system would be reduced. Therefore, the Proposed Project would have a positive effect on the capacity and water quality of storm water conveyed in the affected storm drain lines and the Proposed Project's impacts on storm water will be less than significant.

### **d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?**

**Less than Significant Impact:** The entire City lies within the flood inundation area of the Whittier Narrows Flood risk for this structure under normal operations or as a result of an event such as an earthquake and is classified as high by both the U.S. Army Corps of Engineers Dam Safety Action Classification (DSAC) System, and the FEMA program. The Whittier Narrows Dam is currently classified as DSAC-II, which is defined as being unsafe or potentially unsafe. The U.S. Army Corps

of Engineers is currently preparing a Dam Safety Modification Study that will develop and evaluate scenarios to modify the dam to withstand failure during rare events. The result of the study will be a recommended mitigation plan that will ultimately be designed and constructed and reduce the threat of potential inundation.

**e) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

**Less Than Significant Impact:** The California Sustainable Groundwater Management Act (SGMA) was passed in 2014. The law provides increased authority for local agencies to manage groundwater and requires that most groundwater basins be under sustainable management within 20 years in a manner that would be maintained without causing undesirable results. Undesirable results include, chronic lowering of groundwater levels indicating a significant and unreasonable depletion of supply, reductions in groundwater storage, seawater intrusion, degraded water quality, land subsidence, and surface water depletions that have adverse impacts on beneficial uses. Implementation of the Proposed Project would not involve any activities that would reduce underground water supplies and that would affect the sustainability of groundwater supplies. The Proposed Project would incorporate Light Impact Development features that would infiltrate surface water runoff and enhance groundwater supplies.

### 4.13 Land Use/Planning

Would the Project:

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

#### **Environmental Analysis:**

##### **a) Would the Project physically divide an established community?**

**Less than Significant Impact with Mitigation:** The long-term operation of the Proposed Project would not restrict vehicle or pedestrian access within the Project area. During construction, the proposed improvements to Mines Avenue and Dunlap Crossing Road would impede vehicle and pedestrian access for existing residential uses located along the streets. Additionally, construction operations would temporary displace some on-street parking. Construction operations associated with the Proposed Project would generate short-term air quality and noise impacts within the Project area. The construction activities for the Proposed Project would be short-term and phased in 1,000-foot increments which would limit the overall impact to the Project area. During construction a Traffic Control Management Plan and Temporary Parking Plan would be implemented to provide vehicle and pedestrian circulation and to identify temporary parking for temporary displaced parking areas. impacts. With the implementation of Mitigation Measure LU-1 potential impacts to the community would be less than significant.

##### **Mitigation Measure**

**LU-1:** Prior to the start of construction activities for Mines Avenue and Dunlap Street Crossing Road a Traffic Control Management Plan and Temporary Parking Plan will be prepared and implemented.

##### **b) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

**Less than Significant Impact:** The City's Circulation Element identifies a Class II Bikeway along Mines Avenue. The Proposed Project would enhance the Class II Bikeway to a Class IV Bikeway. Additionally, the City of Pico General Plan identifies several policies support the Proposed Project. A listing of those policies relevant to the Proposed Project are identified below

##### ***Circulation Element***

- Goal 5.1 Promote active living, improve local air quality, and enhance the livability of the community through an integrated multimodal network that serves all users within the City and

offers convenient mobility options, including vehicular travel, transit services, bicycle routes, and pedestrian paths.

- Policy 5.1-1 Multimodal Options: Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm.
- Policy 5.1-3 Complete Streets: Accommodate other modes of travel such as bicycling and walking when implementing roadway improvements, where feasible. Demand-actuated traffic signals corresponding with bicycle routes should include bicycle sensitive loop detectors or push buttons adjacent to the curb. Permit the sharing or parallel development of pedestrian walkways with bicycle paths, where this can be safely accomplished, in order to maximize the use of public rights-of-way.
- Policy 5.1-9 Roadway Sizing: Provide appropriate roadway sizing in the city. Where roads are wider than traffic requires, consider converting surplus land to landscaped medians, bicycle lanes, and wider sidewalks to make the roadway more pedestrian and bicycle friendly.
- Goal 5.4 A balanced transportation system where bicycling and walking are alternative methods to the automobile.
- Policy 5.4-1 Continuous Network: Provide a safe and continuous bicycle and pedestrian network that links neighborhoods, parks, schools, libraries, commercial development, major employers, and other frequently visited destinations as a means of improving health in the city.
- Policy 5.4-2 Roadway Improvement Projects: Incorporate bicycle and pedestrian features within roadway improvement projects, when feasible.
- Policy 5.4-3 Bicycle Network: Design and implement a functional bicycle network by expanding bicycle routes, striping bicycle lanes where feasible, providing signage for bicycle routes, and providing adequate bicycle parking at City facilities.

### ***Healthy Community Element***

- Goal 10.2 A balanced and healthy transportation system where transit, bicycling, and walking are alternative methods to the automobile.
- Goal 10.3 A transportation system where residents can safely walk or ride their bicycles to school and other destinations.
- Policy 10.3-3 Conflicts with Vehicles. Ensure safe bicycle lanes and pedestrian routes that reduce conflicts with users and motor vehicles through design improvements, and well-marked pedestrian crossings and bicycle routes.

### ***Environmental Resources Element***

- Policy 8.2-2 GHG Reduction Measures. Reduce greenhouse gas emissions in the City and the region through the following measures including, but not limited to Encouraging the use of alternative modes of transportation by supporting transit facility and service expansion, expanding bicycle routes and improving bicycle facilities, and improving pedestrian facilities;

The enhancement of the Mines Avenue Bikeway to a Class IV Bikeway would be consistent with the goals of the City of Pico Rivera General Plan. Potential long-term operational and short-term construction impacts associated with the Proposed Project have been fully evaluated and where

needed mitigation measures have been identified to reduce potential impacts to the environment to a less than significant level.

#### 4.14 Mineral Resources

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Environmental Analysis:

**a) Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

**No Impact:** According to the City of Pico Rivera General Plan there are no commercially viable sand and gravel resources in the City. Therefore, implementation of the Proposed Project would not result in the loss of mineral that would have value to the State. No mitigation required.

**b) Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

**No Impact:** The City of Pico Rivera General Plan does not identify any locally-important mineral resource recovery sites in the City. Therefore, no impacts to locally-important mineral resource recovery sites would be associated with implementation of the Proposed Project. No mitigation required.

#### 4.15 Noise

Would the Project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Environmental Analysis:

The following analysis is based on the Noise Study prepared by Birdseye Planning Group in May of 2019. The Noise Study is presented in Appendix J.

#### Background

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz). Sound pressure level is measured on a logarithmic scale with the 0 B level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (i.e., industrial machinery). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at



about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed (approximately 30 years old or older) generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units and office buildings construction to California Energy Code standards is generally 30 dBA or more (Harris, Miller, Miller and Hanson, 2006).

In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest RMS (root mean squared) sound pressure level within the measuring period, and Lmin is the lowest RMS sound pressure level within the measuring period. The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10 p.m. to 7 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 p.m. to 10 p.m. and a 10 dBA penalty for noise occurring from 10 p.m. to 7 a.m. Noise levels described by Ldn and CNEL usually do not differ by more than 1 dB. Daytime Leq levels are louder than Ldn or CNEL levels; thus, if the Leq meets noise standards, the Ldn and CNEL are also met.

## **Regulatory Programs**

### **Federal**

The Federal Noise Control Act (1972) addressed the issue of noise as a threat to human health and welfare. To implement the Federal Noise Control Act, the U.S. Environmental Protection Agency (EPA) undertook a number of studies related to community noise in the 1970s. The EPA found that 24-hour averaged noise levels less than 70 dBA would avoid measurable hearing loss, levels of less than 55 dBA outdoors and 45 dBA indoors would prevent activity interference and annoyance (EPA 1972).

The U.S. Department of Housing and Urban Development (HUD) published a Noise Guidebook for use in implementing the Department's noise policy. In general, HUD's goal is exterior noise levels that are less than or equal to 55 dBA Ldn. The goal for interior noise levels is 45 dBA Ldn.

HUD suggests that attenuation be employed to achieve this level, where feasible, with a special focus on sensitive areas of homes, such as bedrooms (HUD 2009).

### **State**

Title 24 of the California Code of Regulations (CCR) establishes standards governing interior noise levels that apply to all new single-family and multi-family residential units in California. These standards require that acoustical studies be performed before construction at building locations

where the existing Ldn exceeds 60 dBA. Such acoustical studies are required to establish mitigation measures that will limit maximum Ldn levels to 45 dBA in any habitable room. Although there are no generally applicable interior noise standards pertinent to all uses, many communities in California have adopted an Ldn of 45 as an upper limit on interior noise in all residential units.

In addition, the State of California General Plan Guidelines (OPR 2003), provides guidance for noise compatibility. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

### City Pico Rivera

The City of Pico Rivera requires new projects to meet exterior noise level standards as established in the Noise Element of the General Plan [City of Pico Rivera, October 2015: Policy 11.1-1]. Sound levels up to 65 dBA Ldn/CNEL at the property line are considered compatible with residential exterior areas (patios, balconies, yard areas). The building structure must attenuate exterior noise in occupied areas to 45 dBA CNEL or below. General Plan Noise Element Table 11-1: *Maximum Allowable Noise Standards*, is presented as Table 29. For purposes of this analysis, Project impacts to neighboring residential structures are evaluated herein.

**Table 29: City of Pico Rivera General Plan Noise Standards**

Land Use	Hours of Day	
	Exterior Noise Level From Property Line Ldn/CNEL dBA	Interior Noise Level (1) Ldn/CNEL dBA
Residential (Low Density, Multifamily, Mixed-Use)	65	45
Transient Lodging (Motels/Hotels)	65	45
Schools, Libraries, Churches, Hospitals/Medical Facilities, Nursing Homes, Museums	70	45
Theatres, Auditoriums	70	N/A
Playgrounds, Parks	75	N/A
Golf Courses, Riding Stables, Water Recreation	75	N/A
Office Buildings, Business Commercial and Professional	70	N/A
Industrial, Manufacturing and Utilities	75	N/A
The noise level standard is the maximum decibel level which may be imposed upon the referenced land use.		
Where a proposed use is not specifically listed on this table, the use shall comply with the noise exposure standards for the nearest similar use as determined by the Planning Director.		
1) This noise exposure maximum requires window and doors to remain closed to achieve the acceptable interior noise level and will necessitate the use of an air conditioning unit and/or exterior noise level reduction measures such as a block wall and double pane windows.		

Construction noise is addressed in Policy 11.3-1 of the General Plan Noise Element. The noise element states that construction-related noise and vibration should be minimized by limiting construction activities within 500 feet of noise-sensitive uses from 7:00 A.M. to 7:00 P.M. seven days a week. Construction occurring outside of these hours should do so with a permit granted by City staff, Planning Commission, or the City Council. The following measures are recommended to further minimize construction noise:

- Require proposed development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan. This plan would depict the location of construction equipment storage and maintenance areas, and document methods to be employed to minimize noise impacts on adjacent noise sensitive land uses.
- Require that construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
- Require that haul truck deliveries be subject to the same hours specified for construction. Additionally, the plan shall denote any construction traffic haul routes where heavy trucks would exceed 100 daily trips (counting those both to and from the construction site). To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.

### Vibration Standards

Vibration is a unique form of noise as the energy is transmitted through buildings, structures and the ground whereas audible noise energy is transmitted through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

Construction related vibration is addressed in Policy 11.3-2 of the General Plan Noise Element and requires construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses. The vibration levels are based on Federal Transit Administration (FTA) criteria as shown in Table 30.

**Table 30: City of Pico Rivera Vibration Compatibility Guidelines**

Land Use Category	Impact Levels (VdB)		
	Frequent Events (a)	Occasional Events (b)	Infrequent Events (c)
Category 1. Buildings where vibration would interfere with interior operations	65 <sup>d</sup>	65 <sup>d</sup>	65 <sup>d</sup>
Category 2. Residences and buildings where people normally sleep	72	75	80
Category 3. Institutional land uses with primarily daytime uses	75	78	83

### Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with each of these uses. Urban areas contain a variety of land use and development types that are noise sensitive including residences, schools, churches, hospitals and convalescent care facilities. Nearby sensitive receptors are single-family residences along Mines Avenue. Other sensitive land uses within the Project area include; Smith Park, Pio Pico Woman's Club and the Pico Rivera Senior Center.

### Noise Setting

The Project area is located in the urbanized portion of the City of Pico Rivera. Thus, the most common and primary sources of noise in the Project area vicinity are motor vehicles (e.g., automobiles and trucks) on Mines Avenue and Dunlap Crossing Road. Land use in proximity to the

San Gabriel River bridge crossing is primarily open space though residences are located on the east side of the crossing and south of the proposed improvement area. Project-related noise will be generated by construction of the proposed improvements. Operation would not generate vehicle trips or change traffic patterns. Traffic calming may result along Mines Avenue with construction of the proposed improvements which may reduce traffic noise. Thus, noise associated with operation would primarily be pedestrian and bicycling activity. These sources will not noticeably contribute to the ambient noise environment.

State Land Use/Noise Compatibility Guideline office and manufacturing land uses are compatible in locations with noise levels ranging from 65 dB to 85 db.

### **Project Impacts:**

**a) Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

**Less than Significant Impact with Mitigation.** The Proposed Project would be a bikeway with related infrastructure improvements. The project would not generate new trips or otherwise contribute to an increase in noise levels along Mines Avenue or Dunlap Crossing Road. All noise associated with the Proposed Project would occur during construction. The Project may also provide traffic calming which would slow vehicle speeds resulting in noise levels that are lower than baseline ambient conditions. As referenced, baseline conditions in the study area approach but don't exceed the 65-dBA standard. The Proposed Project would have an effect on baseline conditions. Thus, the focus of this noise study is on construction noise and vibration impacts and Project compliance with General Plan Noise Element standards referenced above in Tables 29 and 30.

### **Temporary Construction Noise Impacts**

The main sources of noise during construction activities would include heavy machinery used during site preparation (i.e., removing existing pavement and subgrade), as well as equipment used for placing new subgrade material and pavement. Table 31 shows the typical noise levels associated with heavy construction equipment. As shown, average noise levels associated with the use of heavy equipment at construction sites can range from about 81 to 95 dBA at 25 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction.

**Table 31: Typical Construction Equipment Noise Levels**

<b>Equipment Onsite</b>	<b>Typical Level (dBA) 25 Feet from the Source</b>	<b>Typical Level (dBA) 50 Feet from the Source</b>	<b>Typical Level (dBA) 100 Feet from the Source</b>
Air Compressor	84	78	64
Backhoe	84	78	64
Bobcat Tractor	84	78	64
Concrete Mixer	85	79	73
Bulldozer	88	82	76
Jack Hammer	95	89	83
Pavement Roller	86	80	74

Equipment Onsite	Typical Level (dBA) 25 Feet from the Source	Typical Level (dBA) 50 Feet from the Source	Typical Level (dBA) 100 Feet from the Source
Street Sweeper	88	82	76
Man Lift	81	75	69
Dump Truck	82	76	70
Compactor	88	82	76
Grader	91	85	79
Paver	95	89	83
Loader	91	85	79
Scarifier	89	83	77
<p>Source: Hanson, Towers and Meister, May 2006</p> <p>Noise levels based on FHWA Roadway Construction Noise Model (2006) Users Guide Table 1.</p> <p>Noise levels based on actual maximum measured noise levels at 50 feet (L<sub>max</sub>).</p> <p>Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance.</p>			

As referenced above, the City of Pico Rivera doesn't limit the sound level from construction equipment assuming construction occurs during the 12-hour period from 7:00 a.m. to 7:00 p.m. Noise-sensitive uses near the Project site are residences located along Mines Avenue and Dunlap Crossing Road. The distance from the center of Mines Avenue to the adjacent residential property line is approximately 50 feet. The distance from the center of Dunlap Crossing Road to the nearest residences is approximately 20 feet. It is assumed site preparation and paving work would require the use of heavy equipment. Equipment would also be required to deliver materials to the Project site and work areas.

Based on EPA noise emissions, empirical data and the amount of equipment needed for construction of the proposed Project, worst-case noise levels from the construction equipment occur during site preparation/grading and related activities. The use of pavers, rollers and trucks during the paving process can also generate noise levels similar to what is experienced during the site preparation phase. The anticipated equipment used on-site would include a dozer, scarifier/pavement milling machine, backhoe/tractor, loader and a grader. Additionally, trucks would be used to haul material to and from the work area. Due to size of the site (i.e., 0.86 acres) and related physical constraints, the equipment will likely be spread out over each 1,000-foot segment. However, given the level of activity required to complete each segment within an 8-day construction cycle, construction operations are expected to occur continuously over the work day within 50 feet of residential receivers located along Mines Avenue and within 20 feet of residences along Dunlap Crossing Road.

For the purpose of estimating noise levels, if during site preparation, a scarifier/pavement milling machine (83 dBA), bulldozer (82 dBA), a loader backhoe (78 dBA) and a dump truck (82 dBA) were working simultaneously in one area over an 8-hour work day, the 8-hour Leq would be approximately 87.6 dBA at 50 feet. Cumulative noise levels at 20 feet would be approximately 94.5 dBA. For reference purposes, noise levels associated with the above construction scenario are shown at varying distances in Table 32.

**Table 32: Typical Maximum Construction Noise Levels at Various Distances from Project Construction**

<b>Distance from Construction</b>	<b>Maximum Noise Level at Receptor (dBA)</b>
25 feet	94.5
50 feet	87.6
100 feet	81.6
250 feet	73.6
500 feet	67.6
1,000 feet	61.6

Construction noise would be audible at residences located adjacent to the construction area throughout the work day. As referenced, the City of Pico Rivera does not regulate construction noise provided it occurs within a 12-hour period of time between 7:00 AM and 7:00 PM each day. The Proposed Project construction activities would occur between the hours of 7:00 AM and 7:00 PM and therefore the temporary construction noise impacts would be considered less than significant. To minimize noise impacts during construction, Mitigation Measures N-1, N-2 and N-3 would be implemented.

### **Long-Term Operation Noise Impacts**

The Proposed Project would be comprised of bikeway improvements along Mines Avenue, Dunlap Crossing Road and across the San Gabriel River. Long-term operation of the Proposed Project would not generate traffic or otherwise include activities or equipment that will increase noise levels beyond baseline conditions. As referenced, street improvements may provide traffic calming benefits which will slow overall speeds. A reduction in speed will reduce noise levels associated with vehicle operation which may benefit residents living along the Mines Avenue and Dunlap Crossing Road. Use of the bikeway by cyclists and pedestrians would increase the overall level of public activity in the area; however, Overall, long-term impacts associated with the Proposed Project would be less than significant.

### **Interior Traffic Noise Impacts**

California Energy Code Title 24 standards specify construction methods and materials that result in energy efficient structures and up to a 30-dBA reduction in exterior noise levels (assuming windows are closed). This includes operation of mechanical ventilation (e.g. heating and air conditioning), in combination with standard building construction and design features that include dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 or higher. When windows are open, the insertion loss drops to about 10 dBA. Assuming windows are closed, interior noise levels at residences along Mines Avenue and Dunlap Crossing Road would be approximately 34 dBA. The 45 dBA interior noise standards referenced in the General Plan Noise Element would be met with implementation of the Proposed Project and potential interior traffic noise impacts would be less than significant.

## Mitigation Measures

**N-1:** Require proposed development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan. This plan would depict the location of construction equipment storage and maintenance areas, and document methods to be employed to minimize noise impacts on adjacent noise sensitive land uses.

**N-2:** Require that construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

**N-3:** Require that haul truck deliveries be subject to the same hours specified for construction. Additionally, the plan shall denote any construction traffic haul routes where heavy trucks would exceed 100 daily trips (counting those both to and from the construction site). To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.

### b) Generation of excessive ground-borne vibration or ground-borne noise levels?

**Less than Significant Impact:** Activities associated with use of the bikeway improvements do not generate vibration. Thus, this discussion focuses on temporary vibration caused by construction. As referenced, the closest residential property lines are located approximately 50 feet from the centerline of Mines Avenue and 20 feet from the centerline of Dunlap Crossing Road. Table 33 shows construction equipment could reach 81 VdB at 50 feet and 87 VdB at 20 feet from the source assuming a large bulldozer is used during site preparation. As referenced, 72 VdB is the threshold for human perception; thus, while construction activities would be temporary, vibration may be perceptible at adjacent receivers depending on the location and type of equipment in operation.

Construction activities such as blasting, pile driving, demolition, excavation or drilling have the potential to generate ground vibrations near structures. With respect to ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings. No historic buildings are located within the Project area nor are construction activities that would generate significant vibration levels required for the proposed Project. Construction would occur during daytime hours which would minimize sleep disturbance. Implementation of the construction noise control measures provided above would also reduce vibration. Potential temporary vibration impacts would be less than significant.

**Table 33: Vibration Source Levels for Construction Equipment**

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46
<i>Source: Federal Railroad Administration, 1998</i>					

**c) For a project located within the vicinity of a private airstrip or an airport land use plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

**No Impact:** The closest airport to the Project area would be Long beach Airport, approximately 12 miles to the south. The Project area site is not within an airport influence area and not included with an airport land use compatibility plan that identifies elevated levels of aircraft noise impacts. Therefore, the Project area would not be subject to excessive noise levels from overhead aircraft. No Mitigation Measures are required.



#### 4.16 Population/Housing

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Environmental Analysis:

**a) Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

**No Impact:** Implementation of the Proposed Project would not extend any new roadways or infrastructure that would facilitate new growth in the City. The construction of the Proposed Project would generate short-term construction employment opportunities that would most likely come from the local area and would not generate need for new housing, expanded infrastructure and public services or commercial goods. No mitigation required.

**b) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

**No Impact:** There are no existing housing units that would be impacted by the construction and operation of the Proposed Project. Therefore, no replacement housing would be needed. No mitigation required.

#### 4.17 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **Environmental Analysis:**

**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 government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services?**

**No Impact:** The Proposed Project would not increase the demand for fire protection police protection, schools, parks or other public facilities public services over the current level of demand and would not require the construction of any new governmental facilities. No mitigation measures required.

#### 4.18 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### **Environmental Analysis:**

**a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**No Impact:** The Proposed Project does not propose any new residential uses that would increase the use of existing parks or recreational facilities. Therefore, no impacts to existing recreation facilities and parks would be associated with implementation of the Proposed Project. No mitigation required.

**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?**

**Less than Significant Impact with Mitigation:** The Proposed Project involves the construction of a Class IV Bikeway and reconstruction of Class I Bikeway and Class II Bikeway which would expand bicycling opportunities within the City of Pico Rivera. Long-term operational and short-term construction impacts associated with the Proposed Project were evaluated and mitigation measures identified and incorporated into the proposed Project reduce potential adverse impacts to the environment to less than significant.

#### 4.19 Transportation/Traffic

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in adequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis is based on the Traffic Analysis Technical Memorandum prepared for the Proposed Project by Stantec Engineering in May of 2019 and a Parking Study prepared by W.G Zimmerman Engineering. The Traffic Analysis Technical Memorandum and Parking Study is presented in Appendix K and L.

#### **Environmental Analysis:**

The existing roadway circulation system in the Project area is shown on Figure 9 The Project area is a developed, urban environment surrounded by single-family housing, commercial/retail, health center, library, public recreational facilities, and senior center land uses. The Project area roadways and intersections that could potentially be affected by the Proposed Project would include Mines Avenue, Paramount Boulevard, Rosemead Boulevard and Passons Boulevard.

#### ***Mines Avenue***

The proposed Project improvements occur along Mines Avenue from the San Gabriel River to Paramount Boulevard. Mines Avenue is designated a Collector Street between Paramount Boulevard and Passons Boulevard and a local street from Passons Boulevard to the roadway terminus at the San Gabriel River. Mines Avenue provides one continuous through lane in both the eastbound and westbound directions with on-street parking allowed on both sides of the roadway. Additional turn lanes are provided at the intersections of Passons Boulevard, Lindsey Avenue, Rosemead Boulevard, Manzanar Avenue, Paramount Lane, and Paramount Boulevard. On-street parking is provided by a combination of parallel parking and striped diagonal parking spaces. The local street segment of Mines Avenue (east of Passons Boulevard) has a posted speed limit of 25 mph while the collector street segment is posted at 30 mph between Passons Boulevard and Rosemead Boulevard and 35 mph from Rosemead to Paramount Boulevard. Mines Avenue is not served by any transit routes and has posted signs identifying the street as a bike route.

***Paramount Boulevard***

Paramount Boulevard is designated a Major Arterial on the City General Plan and is located at the westerly Project limits along Mines Avenue. Paramount Boulevard is a four-lane divided roadway with a center striped or raised median in vicinity of Mines Avenue and provides two travel lanes in the northbound and southbound directions. On-street parking is prohibited and the posted speed limit is 40 mph. The T-intersection of Paramount Boulevard at Mine Avenue is controlled by a 3-phase traffic signal.

***Rosemead Boulevard***

Rosemead Boulevard is designated a Major Arterial on the City General Plan and is located approximately one-third of a mile east from Paramount Boulevard along Mines Avenue. Rosemead Boulevard is a four-lane divided roadway with a center raised median and provides two travel lanes in the northbound and southbound directions. On-street parking is prohibited and the posted speed limit is 40 mph. The intersection of Paramount Boulevard at Mine Avenue is controlled by an 8-phase traffic signal.

***Passons Boulevard***

Passons Boulevard is designated as a Collector Street on the City General Plan and is located approximately four-tenths of a mile east from Rosemead Boulevard along Mines Avenue. Passons Boulevard is a two-lane undivided roadway with a striped centerline and provides one continuous travel lane in the northbound and southbound directions. At the Mines Avenue intersection, an additional through lane is provided in each direction for 260 feet through the intersection. South of Mines Avenue on-street parking is prohibited along the west side of the street and is time restricted on the east side to 1 hour during non-peak periods. North of Mines Avenue on-street parking is prohibited along the east side of the street and is time restricted on the west side to 1 hour during non-peak periods. The posted speed limit is 25 mph. The intersection of Passons Boulevard at Mines Avenue is 4-way stop-controlled enhanced by a span wire mounted flashing beacon and lighted LED borders on the stop signs.

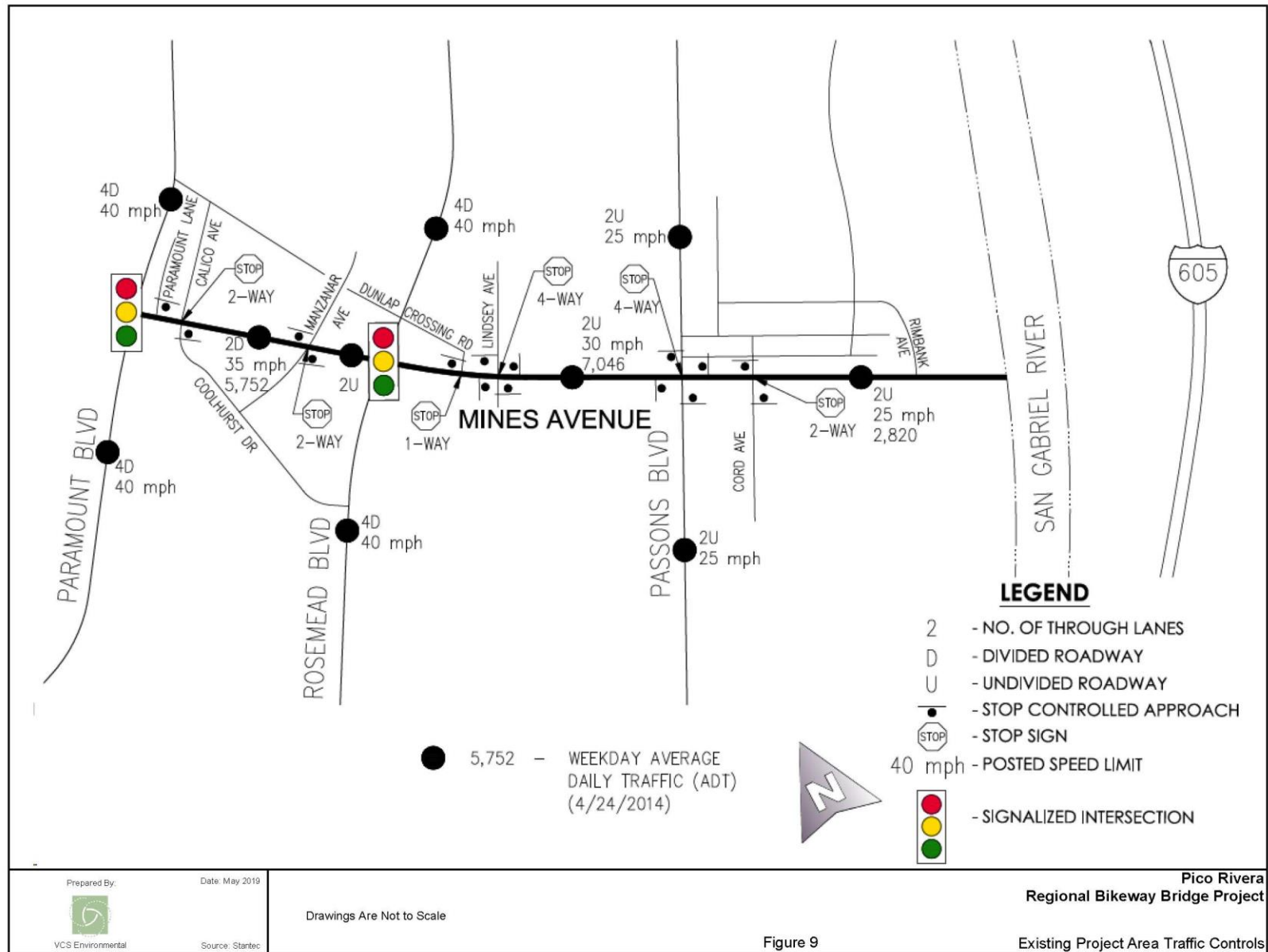


Figure 9

## Project Impacts

### a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

**No Impact:** The City of Pico Rivera General Plan Circulation Element would be the most relevant policy document to determine if the Project is addressing the circulation system, bicycle, and pedestrian facilities needs of the City. The Circulation Element identifies classifications of roadways, identifies pedestrian trail facilities and identifies designated truck routes to haul materials into and out of the City.

The Circulation Element designates Mines Avenue a collector roadway from Paramount Boulevard to Passions Boulevard and a local roadway from Passions Boulevard to the San Gabriel River Trail. The proposed improvements to Mines Avenue would not reduce or increase the amount of travel lanes. Consistent with the Circulation Element, Mines Avenue would continue to function as a Collector Roadway to local streets that provide access to residential uses, would provide a bike route and would continue to provide on-street parking. Implementation of the Proposed Project would not conflict with the Circulation Element.

The Circulation Element designates a Class II Bikeway along Mines Avenue to facilitate bicycle travel between two regional bikeway systems. The posed Project would maintain the same travel path but would enhance to a Class IV Bikeway. Implementation of the Proposed Project would not conflict with the Circulation Element.

The Circulation Element identifies several truck routes that could be used to haul materials in and out of the City. Pending on the destination of the truck trips one or more of the designated truck routes could be used. The selection of construction haul routes will be coordinated with the City and identified in Project plan specifications. With the implementation of Mitigation Measure T-1, conflicts with the Circulation Element in regard to hauling of materials into and out of the City would be avoided.

## Mitigation Measure

**T-1:** Final Construction plans for the Project will identify truck hauling routes that are consistent with the City of Pico Rivera General Plan.

### b) Conflict or be inconsistent with CEQA Guidelines section 15064.3?

**Less Than Significant Impact:** Section 15064.3 of the CEQA Guidelines describes specific considerations for evaluating a Project's transportation impacts. Generally, vehicle miles traveled (VMT) would be the appropriate measure of transportation impacts. Other relevant considerations could include the effects of a project on transit and non-motorized travel. Transportation projects that reduce or have no impact on VMT are assumed to cause a less than significant impact.

Project construction would temporarily generate additional VMT on the local roadway system, resulting from worker vehicle trips and truck hauling trips traveling to and from the site. The amount construction trips would depend on the construction phase with majority of the trips associated with hauling of materials in and out of the Project site. The VMT from the construction activities would be short-term and would not result a in long term increase in vehicle miles traveled. To minimize VMT during peak hours, construction hauling traffic would be required to only occur outside of peak traffic periods. With the implementation of Mitigation Measure T-1 short-term construction traffic vehicle

miles travel impacts associated with the Proposed Project would not be in conflict Section 15064.3 of the CEQA Guidelines and would therefore be less than significant.

The construction of a Class IV Bikeway along Mines Avenue would provide a safer alternative mode to travel through the City, which is anticipated to encourage more bicyclist use, therefore reducing the amount of vehicle travel along Mines Avenue. Long-term operational traffic VMT impacts associated with the Proposed Project would not be in conflict with Section 15064.3 of the CEQA Guidelines and would be less than significant.

**c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses?**

**Less than Significant Impact.** The Proposed Project would provide a raised center median with a 10-foot Class I bikeway for two-way bike travel. The bikeway would be separated from the eastbound and westbound vehicle travel lane by a bioswale on each side of the bikeway. The proposed through lanes would vary between 11.5- foot width when traveling through angled parking sections and 14-foot width through parallel parking sections. Both angled and parallel parking would be available along the right-sided curbs of each through lane. Separate left turn lanes would typically be provided at median openings at side streets and intersections. Table 34 provides a summary of existing and proposed intersection lane configurations throughout the Project limits.

For Project conditions, Table 34 highlights in blue existing lanes or access conditions that are eliminated at Project intersections and highlights in green the addition of lanes that currently are not delineated. Table 34 shows that several dedicated right-turn lanes will be eliminated at Project intersections, but six left turn lanes, three in each direction, will be provided with implementation of the Project where currently not existing.



**Table 34: Existing and Proposed Intersection Lane Configurations**

Intersection	Intersection Control	Existing/ Proposed Lane	Northbound			Southbound			Eastbound			Westbound		
			NBLT	NBT	NBRT	SBLT	SBT	SBRT	EBLT	EBT	EBRT	WBLT	WBT	WBR
Paramount Blvd.	Traffic Signal	Existing	-	2	-	1	2	-	-	-	-	1	-	1
		Proposed	-	2	-	1	2	-	-	-	-	1	-	1
Paramount Lane	Uncontrolled	Existing	-	-	-	-	1	-	-	1	-	-	1	-
		Proposed	-	-	-	-	1*	-	-	1	-	-	1	-
Coolhurst Drive	2-way Stop	Existing	-	1	-	-	1	-	1	1	-	-	1	-
		Proposed	-	1	-	-	1	-	1	1	-	1	1	-
Manzanar Ave.	2-way Stop	Existing	-	1	-	-	1	-	1	1	-	-	1	-
		Proposed	-	1	-	-	1	-	1	1	-	1	1	-
Rosemead Blvd.	Traffic Signal	Existing	1	2	-	1	2	-	1	1	1	1	1	-
		Proposed	1	2	-	1	2	-	1	1	-	1	1	-
Dunlap Crossing Rd	1-way Stop	Existing	-	-	-	-	1	-	-	1	-	-	1	-
		Proposed	-	-	-	-	1*	-	-	1	-	-	1	-
Lindsey Avenue	4-way Stop	Existing	-	1	-	-	1	-	-	2	-	-	1	-
		Proposed	-	1	-	-	1	-	1	1	-	-	1	-
Passons Blvd.	4-way Stop	Existing	-	2	-	-	2	-	1	1	1	1	1	1
		Proposed	-	2	-	-	2	-	1	1	-	1	1	-
Cord Avenue	2-way Stop	Existing	-	1	-	-	1	-	-	1	-	-	1	-
		Proposed	-	1	-	-	1	-	1	1	-	1	1	-
Rimbank Avenue	Uncontrolled	Existing	-	-	-	-	1	-	-	1	-	-	1	-
		Proposed	-	-	-	-	1	-	1	1	-	-	1	-

\*Access becomes Right-in/Right-out Only with Implementation of Project Improvements

Existing full access would be maintained at all existing side streets and intersections with the following noted exceptions:

- a) Paramount Lane – The existing centerline to centerline distance from Paramount Lane to Paramount Boulevard is less than 330 feet. This distance is too short to provide a feasible median opening at Paramount Lane and provide an appropriate left turn lane and transition at the Paramount Boulevard intersection. This access would become right-in/right-out only with Project implementation.
- b) Dunlap Crossing Road – The existing centerline distance from Dunlap Crossing Road to Lindsey Street is approximately 255 feet and it is planned to maintain full access to Lindsey Street to maintain existing traffic circulation patterns as much as possible. Providing two closely spaced median openings would not be consistent with either driver or bicyclist expectations within the Project limits and is not desirable. This access would become right-in/right-out only with Project implementation.
- c) Existing commercial driveways – Between Manzanar Avenue and Rosemead Boulevard there are four full-access commercial driveways along Mines Avenue (two on each side of the street; (El Rancho Vista Healthcare Center and USA Gasoline driveway to the north and and the commercial center containing Chuck E. Cheese's to the south) that will not be provided median openings. The centerline to centerline distance of these two intersections is approximately 565 feet and the current design concept is to provide a median opening at each intersection with no intermediate openings. These access driveways would become right-in/right-out only with Project implementation.

Considering the locations of access restrictions due to median/bikeway implementation at Paramount Lane, Dunlap Crossing Road, and the commercial driveways, some traffic diversion would occur as a result of the Project as follows:

- a) Paramount Lane – This access would become right-in/right-out only with Project implementation. For vehicles to head east on Mines Avenue from Paramount Lane they would be required to make a U-turn at Paramount Boulevard. The total length of this diversion is approximately 300 feet. To enter Paramount Lane from Mines Avenue heading east, vehicles would be required to make a U-turn at Calico Avenue, a total diversion length of approximately 300 feet. These volumes would be very low and estimated at less than 10 trips per hour during peak hours and would not increase vehicle safety hazards.
- b) Dunlap Crossing Road - This access would become right-in/right-out only with Project implementation. Existing single-family residences and apartment units between Mines Avenue and Rosemead Boulevard would be impacted by this change. For vehicles to head east on Mines Avenue from Dunlap Crossing Road they would be required to detour via Rosemead Boulevard-Bradhurst Street-Lindsey Avenue. The total length of this diversion would be approximately one-third of a mile. The volume is expected to be low and would not increase vehicle safety hazards. To access Dunlap Crossing Road from Mines Avenue heading east, there is no detour movement required.
- c) Commercial Driveways – Four existing commercial access driveways between Rosemead Boulevard and Manzanar Avenue would become right-in/right-out only with Project implementation and would result in minor diversions of U-turning traffic to those intersections.

## **Safety Considerations**

The wide center median width necessary to accommodate the bikeway offsets opposing left-turning vehicles making it potentially difficult for left turning drivers to see oncoming through traffic at intersections where the through vehicles are not required to stop. An opposing left turn vehicle or queue of left turning vehicles could block the view of drivers to oncoming traffic. The view to oncoming vehicles could also be obscured by large groups of bicyclists in the median or fencing/tall landscaping in the bioswale area. As stated above, left turn offset would typically not be an issue where all vehicles are required to stop or where protected left turns are provided by traffic signals. Therefore, the left turn lane offset would not be an issue at the Rosemead Boulevard intersection where the traffic signal provides protected left-turn movements on Mines Avenue, at locations where median openings would not be provided, and at existing 4-way stop-controlled intersections. Without monitor traffic conditions, unable to predict with certainty how the remaining 2-way stop-controlled intersections with uncontrolled left turn movements on Mines Avenue at Coolhurst Drive/Calico Avenue, Manzanar Avenue, and Cord Avenue would function. With the implementation of Mitigation Measure T-2, these intersections would be monitored on the need to provide all-way stop control at these intersections.

## **Mitigation Measure**

**T-2:** Future monitoring of 2-way stop controlled intersections at Mines Avenue and Coolhurst Drive/Calico Avenue, Manzanar Avenue, and Cord Avenue shall be conducted to determine if 4-way stops should be installed at these locations.

### **d) Result in adequate emergency access?**

**Less than Significant Impact** Construction operations along Mines Avenue and Dunlap Crossing Road would be phased to allow vehicle access to and from the Project area. To ensure adequate emergency access is available within the Project area at all times, a Traffic Control Management Plan would be prepared before construction operations begin as implemented with Mitigation Measure LU-1.

#### 4.20 Tribal Cultural Resources

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

#### **Environmental Analysis:**

**a) Would the Project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:**

**1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**

**2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.**

**Less than Significant Impact with Mitigation:** The analysis of potential impacts to tribal resources include; coordination with local Native American Tribes through AB Tribal Consultation.

### **AB 52 Tribal Consultations**

Native American scoping and consultation is required for this Project under both Section 106 of the National Historic Preservation Act (NHPA) and Assembly Bill (AB 52) under CEQA.

For AB 52, five tribes on the City of Pico Rivera's consultation list were informed of the Project via email on April 24, 2018 and offered an opportunity to consult on the Project.

The following individuals/tribes were sent email letters:

- Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians - Kizh Nation
- Sandonne Goad, Chairperson, Gabrielino/Tongva Nation
- Linda Candelaria, Co-Chairperson, Gabrielino Tongva Tribe
- Robert Dorame, Chairperson, Gabrielino Tongva Indians of California Tribal Council
- Anthony Morales, Chairperson, Gabrieleño/Tongva San Gabriel Band of Mission Indians

### **California Native American Heritage Commission Sacred Lands Search**

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the Proposed Project to determine the potential for Native American Sacred Lands to be present within the Project area. The record search identified that there was a known sacred lands site within the vicinity of the Project area and that the Gabrielino /TongvaSan Gabriel Band of Mission Indians and the Gabrieleno Band of Mission Indians-Kizh Nation should be contacted for more information. Additionally, the NAHC provided a list of other Native American tribes to contact who may also have knowledge of cultural resources in the Project area.

The Lead Agency reached out to each of the tribal contacts in a combination of letters and phone calls in order to determine if any concerns or issues existed regarding the cultural resources. Various potential mitigation measures were discussed and based on the discussions and project description, the Lead Agency determined the appropriate mitigation measures to incorporate into the project in order to have potential impacts to tribal resources be less than significant.

The Proposed Project would require excavations which could disturb native soils. Because Native American cultural resources are known to occur within the regional area, there could be the potential that unknown native American cultural resources could occur within the Project area and could be encountered and damaged during excavation activities. To avoid potential impacts to unknown native American resources, it is recommended that excavation activities that occur within native sediment be monitored by a qualified archaeologist and the Native American monitor. With the implementation of Mitigation Measure TR-1 and TR-2 potential impacts to tribal resources would be less than significant.

### **Mitigation Measures**

**TR-1:** Prior to the issuance of grading permit and/or action that would permit Project site disturbance, the Applicant shall provide written evidence to the City of Pico Rivera that the Applicant has retained a Native American monitor to observe grading activities in native sediments and to salvage and catalogue Native American cultural resources, as necessary. The qualified archaeologist and the

Native American monitor shall be present at the pre-grade conference and shall establish procedures and a schedule for archaeological resource surveillance. If two or more tribes wish to monitor, a rotation schedule will be developed. Tribal representatives selected for the monitoring shall be rotated equally among all tribal groups identified on the City's AB 52 list, so every tribal group has an equal opportunity to monitor on the site. During subsurface activity on the site, any Native American representatives on the City's AB 52 list are welcome to be present on the site and monitor, even if they are not the assigned monitor within the rotation for that day.

**TR-2:** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52 process ("Monitoring Tribes"). The applicant shall coordinate with the Tribe(s) to develop individual Tribal Monitoring Agreement(s). A copy of the signed agreement(s) shall be provided to the City of Pico Rivera Planning Department prior to the issuance of a grading permit. The Agreement shall address the treatment of any known tribal cultural resources (TCRs) including the Project's approved mitigation measures and conditions of approval; the designation, responsibilities, and participation of professional Tribal Monitors during grading, excavation and ground disturbing activities; Project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains/burial goods discovered on the site per the Tribe(s) customs and traditions and the City's mitigation measures/conditions of approval. The Tribal Monitor will have the authority to temporarily stop and redirect grading in the immediate area of a find in order to evaluate the find and determine the appropriate next steps, in consultation with the Project archaeologist.

## 4.20 Utilities and Service Systems

Would the Project:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Environmental Analysis:**

**a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

**Less Than Significant Impact with Mitigation.** Implementation of the Proposed Project would require relocation of some existing utility systems. The proposed excavation activities would uncover the utilities to allow them to easily be relocated and would not result in any additional significant impacts beyond those that would occur from the excavation activities. As described above, mitigation

measures have been identified to reduce potential water quality impacts associated with excavation activities to a less than significant level.

### **Mitigation Measure**

Mitigation Measure HWQ-1 is required.

#### **b) Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry year?**

**Less than Significant Impact:** Pico Rivera is served by two water purveyors, City of Pico Rivera Water Authority and the Pico Water District. Each purveyor maintains its own distribution system and operates several water supply wells to extract local groundwater from the Central Basin aquifer. Water Code Sections 10610 through 10656 of the Urban Water Management Planning Act (Act) require every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (AF) of water annually to prepare, adopt, and file an Urban Water Management Plan (UWMP) with the California Department of Water Resources (DWR) every five years in the years ending in zero and five. The 2015 UWMP updates are due to DWR by July 1, 2016. This UWMP provides DWR with a detailed summary of present and future water resources and demands within the Central Basin Municipal Water District (Central Basin) service area and assesses its water resource needs. Specifically, the UWMP provides water supply planning for a 25-year planning period in five-year increments and identifies water supplies needed to meet existing and future demands.

The Proposed Project would be incorporating landscape bioswales into the design of the bikeway Project which would increase water demands within the Project area. The water demands would be reduced through a combination of drought tolerant landscaping and water-efficient water fixtures. According to the Urban Water Management Plan there would be available water supplies under normal, dry and multiple dry years. Therefore, potential impact on water supplies would be less than significant. No mitigation measures are required.

#### **c) Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?**

**Less Than Significant Impact.** The City of Pico Rivera's Sewer Division is responsible for the collection of wastewater within the City limits and delivery to the trunk sewer mains of Los Angeles County Sanitation Districts (LACSD). After sewage is collected locally and delivered to the regional trunk lines, wastewater flows south toward the Los Coyotes Water Reclamation Plant of LACSD in the City of Cerritos. LACSD is responsible for all regional trunk sewer lines and sewage treatment, while the City is responsible for the operation and maintenance of sewer mains and lift stations within the City limits. Implementation of the Proposed Project would not increase the wastewater treatment demands within the Project area. Therefore, the Proposed Project would not have adverse impact on the capacity of existing wastewater treatment systems.

#### **d) Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

**Less Than Significant Impact.** The operation of the Proposed Project would not increase the demand for solid waste disposal and therefore would not have any long-term impacts on the carrying



capacities of landfills that would serve the Project area. The construction operations for the Proposed Project would generate debris as well as some worker trash that would require solid waste disposal. The Sanitation Waste District of Los Angeles County plans to dispose the County's waste including the City of Pico Rivera in the Mesquite Regional Landfill in Imperial County using a Waste-by-Rail system from the Puente Hills Transfer Station/Materials Recovery Facility (MRF). The Puente Hills Transfer Station/MRF waste-by-rail system has a capacity of 8,000 tons per day and the Mesquite Regional Landfill (which is the receiving landfill) has capacity for 100 years disposal at that rate (LACSD, 2014b). Therefore, LACSD would have adequate solid waste disposal capacity to accommodate solid waste generated by the Proposed Project and would not require new or expanded solid waste disposal facilities. Additionally, some construction materials generated from the Proposed Project are anticipated to be recycled or reused to reduce solid waste generation. Therefore, the proposed Project's contribution to solid waste would be considered less than significant. No mitigation required.

**e) Would the Project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?**

**Less Than Significant Impact.** The City of Pico Rivera would be required to comply with state and local statutes and regulations related to solid waste. Applicable regulations include California's Integrated Waste Management Act of 1989 (AB 939) which required cities and counties throughout the state to divert 50 percent of all solid waste from landfills through source reduction, recycling, and composting; 2008 modifications of AB 939 to reflect a per-capita requirement rather than tonnage; AB 341 which increased the statewide goal for waste diversion to 75 percent by 2020; and the California Solid Waste Reuse and Recycling Access Act (AB 1327) which requires local agencies to adopt an ordinance to set aside areas for collecting and loading recyclable materials in development projects. The Proposed Project would produce solid waste associated with the site demolishing and construction stages of the Project. All stages would implement required solid waste reduction measures to reduce the amount of waste generated, encourage reuse and/or recycling of materials to the greatest extent feasible and utilize materials made of post-consumer materials where possible. Therefore, the Project would not impair the attainment of solid waste reduction goals, the Project's contribution to solid waste is considered less than significant and no mitigation is required.

**f) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

**No Impact.** The Project would produce solid waste associated with the demolishing and construction stages of the Project. The closest landfills for solid waste disposal would be Whitter Landfill, Los Angeles Landfill and the Azusa Landfill. Based on availability and remaining capacity of local landfills it would be unlikely that the volume of solid waste generated from the Proposed Project could exceed landfill capacity. In accordance with California Department of Resources Recycling and Recovery disposal requirements, Best Management Practices would be employed to reduce solid waste disposal such recycling of all plastic bags, containers, and green waste composting, chipping, and shredding. With implementation of the Best Management Practices compliance with California Department of Resources Recycling and Recovery disposal requirements potential solid waste disposal impacts would be less than significant. No mitigation measures are required.

#### 4.21 Wildfire

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

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### **Environmental Analysis:**

**a) If located in or near state responsibility areas or lands classified as very high hazard severity zones, would the Project impair an adopted emergency response plan or emergency evacuation plan?**

**No impact:** The Project area is situated within an urban setting. According to the California Department of Forest and Fire Protection, the City of Pico Rivera is not identified as a high fire hazard area or near a state responsibility area. No wildland fire impacts would occur. No mitigation measure required.

**b) If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

**No Impact:** As stated above the City of Pico Rivera is not identified as a high fire hazard area or near state a responsibility area. No wildland fire impacts would occur. No mitigation measures required.

**c) If located in or near state responsibility areas or lands classified as very high hazard severity zones, would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

**No Impact:** As stated above the City of Pico Rivera is not identified as a high fire hazard area or near a state responsibility area. No wildland fire impacts would occur. No mitigation measures required.

**d) If located in or near state responsibility areas or lands classified as very high hazard severity zones, would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

**No Impact:** As stated above the City of Pico Rivera is not identified as a high fire hazard area or near a state responsibility area. No wildland fire impacts would occur. No mitigation measures required.

## 4.22 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### **Project Impacts:**

**a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

**Less than Significant with Mitigation:** Focused plant surveys conducted within the study area shows that the Proposed Project is not expected to affect sensitive plants. Implementation of the Proposed Project would result in direct permanent and temporary impacts to sensitive wetland plant communities. Additionally, indirect impacts could occur from construction operations. Mitigation Measures have been incorporated into the Proposed Project to avoid and minimize impacts to wetland plant communities. Potential direct impacts to wetland plant communities would be compensated for to ensure there would be no net loss of wetlands.

The Proposed Project would not result in any direct or indirect impacts to any known cultural resources and the potential to encounter unknown cultural resources would be very low due to the scope of the Project. However, because cultural resources have been identified within the regional area there is the potential that unknown cultural resources could exist within the Project area and could be encountered during construction operations. Mitigation Measures including on-site

monitoring and a halt stop condition have been incorporated into the Proposed Project to avoid significant impacts to unknown cultural resources that might be encountered during construction activities.

**b) Does the project have impacts that are individually limited but cumulatively considerable?**

**Less than Significant Impact with Mitigation:** The Proposed Project would comply with local and regional planning programs, applicable codes and ordinances, State and Federal laws and regulations and Project specific mitigation measures. Compliance with these programs would reduce the Proposed Project's incremental contributions to cumulative impacts to a less than significant level.

**c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

**Less than Significant Impact with Mitigation:** The Proposed Project would comply with local and regional planning programs, applicable codes, and ordinances, State and Federal laws and regulations and Project specific mitigation measures to ensure that long term operational activities and short term construction activities associated with the Proposed Project would not result in direct, or indirect adverse impacts to human beings.

## SECTION 5.0 SUMMARY OF MITIGATION MEASURES

**AQ-1:** During all site preparation work occurring along Mines Avenue and Dunlap Crossing Road regular watering will be applied to all disturbed areas to reach a water content of 12%.

**BIO-1:** The footprint of temporary disturbance in the San Gabriel River shall be minimized to the maximum extent feasible and clearly marked in the field. Any areas adjacent to sensitive plant or animal resources will be protected with orange snow fencing or similar material to minimize the potential for impacts. Access to the River shall be via preexisting access routes to the greatest extent possible. The biological monitor should confirm suitable marking/fencing prior to initiation of Project activities.

**BIO-2:** Temporarily impacted areas of jurisdictional waters will be restored to pre-Project elevations.

**BIO-3:** The removal of potential nesting bird habitat will be conducted outside of the nesting season (February 1 to August 31) to the extent feasible. If grading or vegetation removal is to occur between February 1 and August 31, a nesting bird survey shall be conducted by a qualified biologist within no more than 72 hours of such scheduled disturbance, to determine the presence of nests or nesting birds. If active nests are identified, the biologist will establish appropriate buffers around the vegetation (typically 500 feet for raptors and sensitive species, 200 feet for non-raptors/non-sensitive species). All work within these buffers will be halted until the nesting effort is finished (i.e. the juveniles are surviving independent from the nest). The onsite biologist will review and verify compliance with these nesting boundaries and will verify the nesting effort has finished. Work can resume within the buffer area when no other active nests are found. Alternatively, a qualified biologist may determine that construction can be permitted within the buffer areas and would develop a monitoring plan to prevent any impacts while the nest continues to be active (eggs, chicks, etc.). Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to CDFW for mitigation monitoring compliance record keeping. If vegetation removal is not completed within 72 hours of a negative survey during nesting season, the nesting survey must be repeated to confirm the absence of nesting birds.

**BIO-4:** The Project will implement standard best management practices (BMPs) to prevent direct and indirect impact to natural resources. BMPs will include by not be limited to:

- Watering of the site during Project activities will occur to minimize dust and reduce impacts to native vegetation adjacent to the Project.
- Prevent discharge of sediment and pollutants
- No stockpiling in jurisdictional waters
- Equipment storage and staging will occur outside of jurisdictional waters.
- Equipment will be checked for leaks. Proper maintenance to equipment will occur as needed. Fueling of equipment will occur in a manner that prevents potential runoff into jurisdictional waters.
- Invasive Species Management: imported material such as gravel and fill, and erosion control materials such as fiber rolls, straw wattles, and/or hay bales will be certified weed-free

- Litter and pollution control: ensure that trash and food items are contained in animal-proof containers and removed at the end of the work day to avoid attracting opportunistic predators such as ravens, coyotes, and feral dogs.
- Cover trenches and other hazards to prevent capture of wildlife (all BMPs will be implemented in such a manner that they do not pose a barrier or threat to wildlife).

**BIO-5:** A follow-up, late season focused rare plant survey will be performed to confirm presence/absence of any sensitive plant species with potential to occur onsite. If sensitive species are identified within the impact area, CDFW will be consulted to determine an appropriate method to collect the species and reseed or relocate the plants prior to construction.

**BIO-6:** A pre-construction presence/absence survey for burrowing owl within the Project Impact Area where suitable habitat is present shall be conducted by a qualified biologist within 14 days prior to the commencement of ground disturbing activities. If active burrowing owl burrows are detected during the breeding season, all work within an appropriate buffer (typically a minimum 300 feet) of any active burrow will be halted. If there is an active nest at the burrow, work will not proceed within the buffer until that nesting effort is finished. The onsite biologist will review and verify compliance with these boundaries and will verify the nesting effort has finished. Work can resume in the buffer when there are no occupied/active burrowing owl burrows found within the buffer area.

If active burrowing owl burrows are detected outside the breeding season or during the breeding season and its determined nesting activities have not begun (or are complete), then passive and/or active relocation may be approved following consultation with CDFW. The installation of one-way doors may be installed as part of a passive relocation program. burrowing owl burrows shall be excavated with hand tools by a qualified biologist when determined to be unoccupied, and back filled to ensure that animals do not re-enter the holes/dens. Upon completion of the survey and any follow-up construction avoidance management, a report shall be prepared and submitted to CDFW for mitigation monitoring compliance record keeping.

**BIO-7:** A pre-construction presence/absence survey for coastal whiptail will be performed by a qualified herpetologist within 30 days prior to the commencement of ground disturbing activities within the Project Impact Area and immediately adjacent areas where suitable habitat is present. If it is determined no suitable habitat is present within the Project Impact Area or immediately adjacent areas where there is potential for indirect impacts, within 30 days prior to Project construction then no presence/absence survey will be required. If a presence/absence survey is performed, then the survey methodology should be consistent with accepted protocols or guidelines for determining presence of sensitive reptile species in southern California. If the species or other special status species is detected during the survey, then a relocation and/or exclusionary plan will be developed in consultation with CDFW to prevent direct impacts to the species during Project construction.

**CR-1:** Prior to the issuance of grading permits and/or action that would permit Project site disturbance, the Applicant shall provide written evidence to the City of Pico Rivera that the Applicant has retained a qualified Archaeologist to observe grading activities in native sediments and to salvage and catalogue archaeological resources, as necessary. The Archaeologist shall be present at the pre-grade conference; shall establish procedures and a schedule for archaeological resource surveillance; and shall establish, in cooperation with the Applicant, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate. If archaeological resources are found to be significant, the Archaeologist shall determine

appropriate actions, in cooperation with the City, Native American Tribe(s), and Applicant, for exploration and/or salvage. Significant sites that cannot be avoided may require data recovery measures which will be outlined in a Data Recovery Plan, prepared in consultation with the City, Native American Tribe(s), and Applicant. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the City of Pico Rivera.

**CR-2:** If human remains are encountered during excavation activities, all work shall halt in the vicinity of the remains and the County Coroner shall be notified (*California Public Resources Code*, Section 5097.98). The Coroner will determine whether the remains are of forensic interest. If the Coroner, with the aid of a qualified Archaeologist, determines that the remains are prehistoric, s/he will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 7050.5 of the *California Health and Safety Code*. The MLD shall make his/her recommendation within 48 hours of being granted access to the site. If feasible, the MLD's recommendation should be followed and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials (*California Health and Safety Code*, Section 7050.5). If the landowner rejects the MLD's recommendations, the landowner shall rebury the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance (*California Public Resources Code*, Section 5097.98).

**E-1:** The Project specifications for the Project will request that the contractor, to the extent feasible, incorporate energy efficient equipment into the mix of construction equipment.

**HWQ-1:** Prior to the start of construction the Project will obtain coverage under the General Construction Permit by the SWRCB and in compliance with the permit shall file a Notice of Intent with the RWQCB and prepare and implement SWPPP.

**GEO-1:** The design and construction of the Proposed Project will implement the recommended geotechnical measures provided Pico Rivera Regional Bikeways Project Geotechnical Report prepared by Diaz-Yourman and Associates, April 2019.

**PALEO-1:** Prior to the issuance of grading permits and/or action that would permit Project site disturbance, the Applicant shall provide written evidence to the City of Pico Rivera that the Applicant has retained a qualified Paleontologist to observe grading activities into the paleontologically sensitive older Quaternary Alluvium and to conduct salvage excavation of paleontological resources as necessary. Sediment samples should also be recovered to determine the small-fossil potential of the site. The Paleontologist shall be present at the pre-grading conference; shall establish procedures and a schedule for paleontological resources surveillance; and shall establish, in cooperation with the City, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the fossils as appropriate. These actions, as well as final mitigation and disposition of the resources, shall be subject to the approval of the City of Pico Rivera.

**LU-1:** Prior to the start of construction activities for Mines Avenue and Dunlap Street Crossing Road a Traffic Management Plan and Temporary Parking Plan will be prepared and implemented.

**N-1:** Require proposed development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan. This plan would depict the location of construction equipment storage and maintenance areas, and document methods to be employed to minimize noise impacts on adjacent noise sensitive land uses.



**N-2:** Require that construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

**N-3:** Require that haul truck deliveries be subject to the same hours specified for construction. Additionally, the plan shall denote any construction traffic haul routes where heavy trucks would exceed 100 daily trips (counting those both to and from the construction site). To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.

**T-1:** Final Construction plans for the Project will identify truck hauling routes that are consistent with the City of Pico Rivera General Plan.

**T-2:** Future monitoring of 2-way stop controlled intersections at Mines Avenue and Coolhurst Drive/Calico Avenue, Manzanar Avenue, and Cord Avenue shall be conducted to determine if 4-way stops should be installed at these locations.

**TR-1:** Prior to the issuance of grading permit and/or action that would permit Project site disturbance, the Applicant shall provide written evidence to the City of Pico Rivera that the Applicant has retained a Native American monitor to observe grading activities in native sediments and to salvage and catalogue Native American cultural resources, as necessary. The qualified archaeologist and the Native American monitor shall be present at the pre-grade conference and shall establish procedures and a schedule for archaeological resource surveillance. If two or more tribes wish to monitor, a rotation schedule will be developed. Tribal representatives selected for the monitoring shall be rotated equally among all tribal groups identified on the City's AB 52 list, so every tribal group has an equal opportunity to monitor on the site. During subsurface activity on the site, any Native American representatives on the City's AB 52 list are welcome to be present on the site and monitor, even if they are not the assigned monitor within the rotation for that day.

**TR-2:** Prior to the issuance of a grading permit, the applicant shall contact the consulting Native American Tribe(s) that have requested monitoring through consultation with the City during the AB 52 process ("Monitoring Tribes"). The applicant shall coordinate with the Tribe(s) to develop individual Tribal Monitoring Agreement(s). A copy of the signed agreement(s) shall be provided to the City of Pico Rivera Planning Department prior to the issuance of a grading permit. The Agreement shall address the treatment of any known tribal cultural resources (TCRs) including the Project's approved mitigation measures and conditions of approval; the designation, responsibilities, and participation of professional Tribal Monitors during grading, excavation and ground disturbing activities; Project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains/burial goods discovered on the site per the Tribe(s) customs and traditions and the City's mitigation measures/conditions of approval. The Tribal Monitor will have the authority to temporarily stop and redirect grading in the immediate area of a find in order to evaluate the find and determine the appropriate next steps, in consultation with the Project archaeologist.

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