Colima Road Improvement Project – City of Whittier to Fullerton Road Final Initial Study/Mitigated Negative Declaration

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County of Los Angeles

Department of Public Works

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NOVEMBER 2021

Printed on 30% post-consumer recycled material.

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
A-1	Light Agriculture
A-2	Heavy Agriculture
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADL	aerially deposited lead
AQMP	Air Quality Management Plan
BMP	best management practice
BSA	Biological Study Area
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEOC	County Emergency Operations Center
CEQA	California Environmental Quality Act
CFPP	Construction Fire Protection Plan
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
EIR	Environmental Impact Report
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
ESA	Environmentally Sensitive Area
GHG	greenhouse gas
HFHSZ	high fire hazard severity zone
IPaC	Information for Planning and Consultation
IS	Initial Study
ISA	Initial Site Assessment
LACFD	Los Angeles County Fire Department
LID	low-impact development
LRA	Local Responsibility Area
LST	localized significance threshold
LUST	leaking underground storage tank
MM	Mitigation Measure
MMRP	Mitigation, Monitoring, and Reporting Program
MND	Mitigated Negative Declaration
MRZ	Mineral Resource Zone
MTBE	methyl tert-butyl ether
NAAQS	National Ambient Air Quality Standards
NES-MI	Natural Environmental Study (Minimal Impacts)
NMFS	National Marine Fisheries Service
NO_2	nitrogen dioxide
NO_x	oxides of nitrogen
NOI	Notice of Intent to Adopt a Mitigated Negative Declaration
NPDES	National Pollutant Discharge Elimination System

Acronym/Abbreviation	Definition
O_3	ozone
OA	operational area
OAEOC	Operational Area Emergency Operation Center
OSHA	Occupational Safety and Health Administration
$PM_{2.5}$	fine particulate matter
PM_{10}	coarse particulate matter
RCEM	Road Construction Emissions Model
RMD	Road Maintenance Division
ROW	right-of-way
RTP	Regional Transportation Plan
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCS	Sustainable Communities Strategy
SEA	Significant Ecological Area
sf	square feet
SO_2	sulfur dioxide
SO_x	sulfur oxides
SRA	Source Receptor Area
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TWW	treated wood waste
VHFHSZ	very high fire hazard severity zone
VMT	vehicle miles traveled
VOC	volatile organic compound

Preface to the Final IS/MND

The County of Los Angeles Department of Public Works (Public Works) has prepared this Final Initial Study/Mitigated Negative Declaration (IS/MND) is an informational document intended to disclose the environmental consequences of approving and implementing the Colima Road Improvement Project–City of Whittier to Fullerton Road ("proposed project" or "project"). This document has been prepared in accordance with the California Environmental Quality Act (CEQA) as outlined below. The County of Los Angeles (County) is the lead agency under CEQA.

Public Review Period

The Draft IS/MND for the proposed project was distributed on September 1, 2021 for public review pursuant to CEQA. The public review period concluded on September 20, 2021. The Draft IS/MND and a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) was distributed to interested or involved public agencies and organizations for review. The NOI was mailed to addresses within 300 feet of the project alignment and was published in the San Gabriel Valley Tribune and Claremont newspapers. The NOI was filed with the County Clerk, and the Draft IS/MND was made available for general public review at the Hacienda Heights and Rowland Heights public libraries and on Public Works' website.

During the public review period, four comment letters were received. Responses to comments that address environmental issues in the Draft IS/MND are included in this Final IS/MND in Section 5, Responses to Comments.. Public Works has also prepared a mitigation monitoring and reporting program (MMRP) pursuant to CEQA Guidelines, Section 15074(d), which requires that a lead or responsible agency adopt a mitigation monitoring plan when approving or carrying out a project when an MND identifies measures to mitigate or avoid significant environmental effects. The MMRP constitutes Section 6 of the Final IS/MND.

CEQA Guidelines Regarding Recirculation

Pursuant to CEQA Guidelines, Section 15073.5, the lead agency is required to recirculate an IS/MND when the document is substantially revised after public notice of its availability but prior to its adoption. A substantial revision is identified as follows: (1) a new avoidable significant effect is identified and mitigation measures or project revisions must be added in order to reduce the effect to insignificance or (2) the lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significant and new measures or revisions must be required.

The County has determined that based on CEQA Guidelines Section 15073.5, recirculation of the IS/MND prior to adoption is not required. This conclusion is based on the fact that no new, avoidable significant effects have been identified, no new mitigation measures were added, and the text of the document has not been substantially revised in a manner requiring recirculation.

Following this Preface, the original text of the IS/MND is included in its entirety. Minor editorial changes and clarifications to the analysis have been made subsequent to the release of the Draft IS/MND for public review shown in ~~strikeout~~ for removal of text and <u>underline</u> for addition of text.

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1 Introduction

1.1 Project Overview

The County of Los Angeles Department of Public Works (Public Works) has prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for with the Colima Road Improvement Project–City of Whittier to Fullerton Road ("proposed project" or "project"). The 4.9-mile-long project proposes traffic congestion-relief improvements recommended by the Public Works Traffic Safety and Mobility Division along the existing east–west Colima Road right-of-way (ROW) in the unincorporated County areas of Hacienda Heights and Rowland Heights, and the City of Industry.

The proposed project would add a third lane in each direction of Colima Road from Halliburton Road to Fullerton Road. Colima Road would be widened by narrowing the existing median to 12 feet wide from Halliburton Road to Azusa Avenue approximately 700 feet east of Stoner Creek Road to Fullerton Road. Along the City/County jurisdiction boundary, Colima Road would be widened by narrowing the existing median to 10 feet and widening the north side of the road by 2 feet from Azusa Avenue to approximately 700 feet east of Stoner Creek Road. Approximately 87 trees would be removed and replanted, and the project would require repair of broken curb and gutter and sidewalk due to damage from trees. For a more detailed discussion of the proposed project improvements, please see Section 2.3, Project Description, of this document.

1.2 Document Contents and Format

In 2017, the lead agency began preparing an Initial Study (IS) for the proposed project. Due to changes in project design and the new vehicle miles traveled (VMT) requirements, the County determined that it is appropriate to prepare a new IS/MND to evaluate the environmental impacts. If approved, this IS/MND would become the primary environmental compliance documentation pursuant to CEQA for the proposed project. Relevant information from the 2017 IS may be incorporated into this IS/MND, where appropriate, and is referenced accordingly.

The CEQA applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. The proposed project constitutes a project as defined by CEQA (California Public Resources Code, Section 21065). The County of Los Angeles (County) is the CEQA lead agency for the proposed project. Pursuant to CEQA Guidelines Section 15063(d), an Initial Study must contain the following:

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. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier EIR or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found.
4) A discussion of the ways to mitigate the significant effects identified, if any;
5) An examination of whether the project would be consistent 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 Initial Study.

An IS has been prepared by the County, as the lead agency, in accordance with CEQA Guidelines to evaluate potential environmental effects and to determine whether an Environmental Impact Report, a Negative Declaration, or a Mitigated Negative Declaration (MND) should be prepared for the proposed project. The IS has also been prepared to satisfy CEQA requirements of other agencies that may provide approvals, permits, and/or funding for the proposed project.

In accordance with CEQA Guidelines Section 15369.5, an MND is "prepared for a project when an initial study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the Applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the lead agency that the project, as revised, may have a significant effect on the environment." The IS for the proposed project determined that the project could cause some potentially significant impacts on the environment, but as shown in the environmental analysis contained herein, those potentially significant impacts would be reduced to less than significant levels through the implementation of mitigation measures. Consequently, an MND has been prepared for the proposed project.

The County's decision makers must review and consider the MND in its discretion to approve, revise, or deny the project, as appropriate. The MND will serve as the primary environmental document pursuant to CEQA for implementation of the project, including all required discretionary approvals.

This document is organized into the following sections:

Chapter 1, Introduction, introduces and gives context to the project, outlines CEQA compliance and describes the document content and format. Chapter 1 also discusses the public review process and any required mitigation measures.

Chapter 2, Project Setting and Description, describes the existing conditions, surrounding land uses, general plan designations, and existing zoning within the project study area. This chapter also identifies the project location and background and describes the project components in further detail.

Chapter 3, Environmental Impact Analysis, presents an analysis of environmental impacts and the significance finding for each resource topic.

Chapter 4, References and Preparers, provides the list of informational sources used for this IS, and identifies the individuals who prepared and/or contributed to the MND and supporting IS and technical studies as well as their areas of technical specialty.

Chapter 5, Responses to Comments, provides formal responses to public comment provided on the Draft IS/MND during public review.

Chapter 6, Mitigation Monitoring and Reporting Program, includes a mitigation monitoring and reporting program (MMRP) pursuant to CEQA Guidelines, Section 15074(d).

1.3 Public Review Process

In accordance with CEQA and the CEQA Guidelines, a public review period for this IS/MND commenced on September 1, 2021, and ~~will~~ concluded on September 20, 2021. The IS/MND was~~has been~~ distributed for review

to interested and involved public agencies, responsible/trustee agencies, organizations, and private individuals that have requested in writing to be informed of the proposed project. A hardcopy of the IS/MND is also available for public review during regular business hours at:

Hacienda Heights Library
16010 La Monde Street, Hacienda Heights, California 91745

Rowland Heights Library
1850 Nogales Street, Rowland Heights, California 91748

An electronic copy of the IS/MND can be viewed at https://pw.lacounty.gov/uploads/tpp/Colima-Road-Project-IS-MND.pdf.

In accordance with CEQA Guidelines Section 15073, the IS/MND will be available for public review for not less than 20 days. During the public review period, the public will have the opportunity to provide written comments on the information contained within this IS/MND. The lead agency's discretionary approval/refusal of the proposed project will also be based on the information contained in this document.

In reviewing the IS/MND, interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential project impacts on the environment, as well as the sufficiency of any mitigation measures proposed to reduce potential impacts to a less-than-significant level. Comments on the IS/MND should be submitted by the end of the public review period and must be postmarked by September 20, 2021. Please submit written comments by mail or via email (to dsakamot@dpw.lacounty.gov) with the subject line "Colima Road Improvement Project" to the following address:

Los Angeles County Department of Public Works
Attention: Dale Sakamoto, Project Manager
900 South Fremont Avenue
Alhambra, California 91803

1.4 Mitigation Measures

Prior to mitigation, project implementation would result in potentially significant impacts to Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Tribal Cultural Resources, and Wildfire. However, mitigation measures (MMs) have been developed to avoid or reduce these impacts to levels considered less than significant. These MMs will be included in the contractor specifications and bid documents, as appropriate, and verified as part of the Mitigation Monitoring and Reporting Program. These MMs must be implemented to the satisfaction of the County and are listed below in Table 1-1, Mitigation Measures.

Table 1-1. Mitigation Measures

Potential Impact	Mitigation Measure
3.4 Biological Resources	
Project construction has the potential to indirectly impact special status wildlife species with recorded occurrences in the project vicinity.	**MM-BIO-1: Delineating Critical Habitat.** Coastal California gnatcatcher critical habitat shall be clearly delineated within the project design plans as to avoid any impacts to this species or its associated habitat. These areas of coastal sage scrub shall be designated as Environmentally Sensitive Areas (ESAs) in the field.

Table 1-1. Mitigation Measures

Potential Impact	Mitigation Measure
	The field biologist shall delineate all ESAs within the project footprint and immediately surrounding areas. Prior to clearing vegetation or construction within or adjacent to the ESAs, the contractor shall install highly visible barriers (e.g., orange construction fencing) adjacent to the project footprint to designate ESAs to be avoided and preserved in place. No grading or fill activity of any type shall be permitted within these ESAs. No construction activities, materials, or equipment shall be allowed within the ESAs. A qualified biologist (someone with 5 years of experience in the project region) shall supervise the placement of ESA fencing.
	MM-BIO-2: Pre-Construction Presence/Absence Coastal California Gnatcatcher Survey. A presence and absence survey for coastal California gnatcatcher is required during the nesting season for the species (February 15 to August 15) prior to vegetation removal and construction activities that are conducted within 500 feet of coastal California gnatcatcher critical habitat. The survey shall be conducted by a qualified biologist who has a U.S. Fish and Wildlife Service-issued 10(a)(1)(A) permit for the species.
	MM-BIO-3: Pre-Construction Presence/Absence Coastal Cactus Wren Survey. A presence and absence survey for coastal cactus wren is required during the nesting season (February 15 to August 15) prior to vegetation removal and construction activities that are conducted within 500 feet of coastal California gnatcatcher critical habitat. The survey shall be conducted by a qualified biologist (someone with 5 years of experience in the project region) who has experience with the species.
Project has potential to cause inadvertent and/or indirect impacts to a Significant Ecological Area (SEA)	**MM-BIO-4: Significant Ecological Areas.** A qualified biologist shall delineate all areas designated as SEAs as Environmentally Sensitive Areas (ESAs). Prior to construction adjacent to ESAs, highly visible barriers (e.g., orange construction fencing) shall be installed adjacent to the project footprint to designate ESAs to be preserved in place. No grading or fill activity of any type shall be permitted within these ESAs. In addition, no construction activities, materials, or equipment shall be allowed within the ESAs. All construction equipment shall be operated in a manner to prevent accidental damage to nearby ESAs. No permanent or temporary structure of any kind, or incidental storage of equipment or supplies, shall be allowed within the ESAs.
3.5 Cultural Resources	
Project excavation and construction activities have the potential to impact unknown intact archaeological resources.	**MM-CUL-1: Workers Environmental Awareness Training.** All construction personnel and monitors who are not trained archaeologists would be briefed regarding inadvertent discoveries prior to the start of construction activities. An informational pamphlet and/or a presentation would be prepared in order to ensure proper identification and treatment of inadvertent discoveries. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of archaeological materials that may be identified

Table 1-1. Mitigation Measures

Potential Impact	Mitigation Measure
	during construction of the project and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker would also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.
Project excavation and construction activities have the potential to impact unknown intact archaeological resources.	**MM-CUL-2: On Call Archaeological Monitoring.** A qualified archaeologist would be retained and on-call to respond and address any inadvertent discoveries identified during initial excavation in native soil. Initial excavation is defined as initial construction-related earth moving of sediments from their place of deposition. All work conducted would be overseen by an archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards. If monitoring is conducted, an archaeological monitoring report would be prepared within 60 days following completion of ground disturbance and submitted to the County for review. This report should document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily monitoring logs. The final report would be submitted to the SCCIC.
Project excavation and construction activities have the potential to impact unknown intact archaeological resources.	**MM-CUL-3: Protocols in the Case of Inadvertent Discovery of Archaeological Resources.** In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find would immediately stop and a qualified archaeologist is notified immediately to assess the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, data recovery, or monitoring may be warranted.
Project excavation and construction activities may inadvertently encounter human remains.	**MM-CUL-4: Protocols in the Case of Inadvertent Discovery of Human Remains.** In the event that human remains are encountered during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner would be notified within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains would occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from

Table 1-1. Mitigation Measures

Potential Impact	Mitigation Measure
	the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The MLD would then determine, in consultation with the property owner, the disposition of the human remains. As such, impacts to human remains would be less than significant, and no mitigation would be required.
3.7 Geology and Soils	
Project excavation and construction activities have the potential to cause a significant impact to existing fossil remains.	**MM-GEO-1:** In the event that paleontological resources (fossil remains) are exposed during construction activities for the project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist, as defined by the Society of Vertebrate Paleontology's guidelines, can assess the nature and importance of the find. Depending on the significance of the find, the paleontologist may record the find and allow work to continue or recommend salvage and recovery of the resource. All recommendations shall be made in accordance with the Society of Vertebrate Paleontology's guidelines and shall be subject to review and approval by the County. Work in the area of the find may only resume upon approval of a qualified paleontologist.
3.9 Hazards and Hazardous Materials	
Project has the potential to cause a significant impact related to methane release.	**MM-HAZ-1: Methane Monitoring.** Methane monitoring and stop work procedures shall be in place in all on-site construction health and safety plans developed by the County and their contractor(s). Methane monitoring shall occur for all excavation activities greater than 4 feet in depth occurring within 300 feet of any oil and gas well. At a minimum, a methane gas detector and oxygen meter shall be used to monitor for methane as well as oxygen content within the excavation. Stop work procedures shall be in place in the event methane is detected and/or oxygen levels drop below 19.5%, which is the minimum acceptable oxygen level established by Occupational Safety and Health Administration (OSHA). Methane concentrations shall not reach above the lower explosive limit (LEL) of 5% or the NIOSH 8-hour Threshold Limit Value of 1,000 parts per million (ppm).
Should any hazardous materials be discovered within the project site, the unmitigated presence of these materials, and/or the improper handling, transport, and disposal of these materials, could cause a significant impact.	**MM-HAZ-2: Hazardous Materials Abatement Plan.** Should any hazardous materials be discovered as a result of the County's hazardous materials study, including discovery of aerially deposited lead, lead chromate traffic striping, and/or treated wood waste, an abatement plan shall be prepared. The required abatement plan shall include detailed requirements regarding the handling, transportation, and/or disposal of all identified hazardous materials/wastes and shall ensure compliance with all applicable federal state, and local regulations governing these activities. Any resulting handling, transport, and disposal regulations that may be identified shall be reviewed and approved by the County.

Table 1-1. Mitigation Measures

Potential Impact	Mitigation Measure
Project is proposed within one-quarter mile of a school, and project construction could inadvertently cause upset or accident conditions involving the release of hazardous materials.	**MM-HAZ-1** and **MM-HAZ-2** *(see above)*
3.18 Tribal Cultural Resources	
Project related ground disturbing activities could encounter previously unknown TCRs	**MM-TCR-1: Native American Monitoring.** Prior to the commencement of any ground disturbing activity at the Project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleño Band of Mission Indians-Kizh Nation (Consulting Tribe on this project pursuant to Assembly Bill 52). A copy of the executed contract shall be submitted to the County of Los Angeles Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve initial ground-disturbing activities within those Project areas where signal and light poles will be replaced and any other areas disturbing intact and previously undisturbed soils. Initial ground-disturbing activities is defined as movement of sediments from their place of last deposition prior to commencement of the Project. As it pertains to Native American monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by Project-related construction. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site tribal monitoring shall end when the qualified archaeologist has determined that all initial ground-disturbing activities within the Project areas described above (as defined above) are completed, or when the qualified archaeologist and Tribal Representatives/Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting known or unknown Tribal Cultural Resources (whichever defined threshold is met first). Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find and a buffer of 50 feet will be established where no ground disturbing work will be allowed to occur until the find can be assessed and if required, treated according to CEQA requirements. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist retained on-call and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease within 100 feet of the find and suspected extent of human remains as determined by the qualified archaeologist retained on-call and Tribal monitor approved by the

Table 1-1. Mitigation Measures

Potential Impact	Mitigation Measure
	Consulting Tribe. The county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site (outside the 100-foot buffer) while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]).
3.20 Wildfire	
Segments of the project site are located in fire hazard areas. If highly flammable plant species are utilized for landscaping improvements, this could result in a significant impact.	**MM-WF-1: Plant Palette.** The project plant palette has been established; however, should any changes be proposed those changes shall not contain invasive or highly flammable plant species as indicated on the Los Angeles County undesirable plants list (listed below). The plant palette shall be submitted to the Los Angeles County Fire Department for review and approval 30 days prior to the initiation of construction activities. • *Adenostoma fasciculatum* – Chamise • *Adenostoma sparsifolium* – Red Shank • *Artemisia californica* – California Sagebrush • *Eriogonum fasciculatum* – Common Buckwheat • *Cortaderia* spp. – Pampas Grass • *Cupressus* spp. – Cypress • *Eucalyptus* spp. – Eucalyptus • *Jasminum humile* – Italian Jasmine • *Plumbago auriculata* – Cape Plumbago • *Tecoma capensis* – Cape Honeysuckle
3.21 Mandatory Findings of Significance	
Project has the potential to substantially degrade the quality of the environment, substantially impact a special status plant or animal species, and eliminate important examples of the major periods of California history or prehistory.	**MM-BIO-1. MM-BIO-2. MM-BIO-3, MM-BIO-4, MM-CUL-1, MM-CUL-2, MM-CUL-3, MM-CUL-4,** and **MM-TCR-1** *(see above)*
Project could result in impacts that are individually limited, but cumulatively considerable.	**MM-BIO-1, MM-BIO-2. MM-BIO-3, MM-BIO-4, MM-CUL-1, MM-CUL-2, MM-CUL-3, MM-CUL-4, MM-GEO-1, MM-HAZ-1, MM-HAZ-2, MM-TCR-1,** and **MM-WF-1** *(see above)*
Project could result in environmental effects which could directly or indirectly cause substantial adverse effects on human beings.	**MM-HAZ-1, MM-HAZ-2,** and **MM-WF-1** *(see above)*

2 Project Setting and Description

2.1 Project Location

The proposed project is located on Colima Road in southeastern Los Angeles County between the eastern boundary of City of Whittier and unincorporated Rowland Heights. Colima Road is a part of County Route N8, a county highway. The project begins at the eastern boundary of City of Whittier and travels east through the unincorporated Los Angeles County limits of Hacienda Heights, Rowland Heights, and City of Industry, ending on Fullerton Road in Rowland Heights. Figure 2-1, Project Location, illustrates the regional location of the project.

2.2 Existing Conditions and Setting

Due to the 4.9-mile span of the proposed project, the roadway passes through or abuts several different city and/or county jurisdictions, including portions of the City of Whittier, unincorporated Hacienda Heights and Rowland Heights, and the City of Industry. As such, the project is discussed in the context of the following general and community plans:

- City of Whittier General Plan (1993)
- County of Los Angeles 2035 General Plan (2015)
- Hacienda Heights Community Plan (2011)
- Rowland Heights Community Plan (1981)
- City of Industry General Plan (2014)

In the interest of consistency, the "project study area" or "project area" shall, unless otherwise stated, refer to all lands within an approximately .25-mile radius of the Colima Road ROW project boundaries (roughly from City of Whittier/LA County line to Fullerton Road). While the project study area contains lands located within the City of Whittier, no improvements are proposed within the City of Whittier's jurisdictional limits. If a broader geographic scope is deemed necessary for a particular subject area, then the scope of the study area shall be extended as needed and the new extents of analysis shall be defined and/or made clear. The use of the terms "project site" and/or "project limits" are intended to refer only to the ROW and/or encroachment sites within the project's 4.9-mile extent of Colima Road where improvements may be proposed and/or construction access may be required.

On-Site and Surrounding Land Uses

Colima Road is classified as a Major Highway on the County of Los Angeles Master Plan of Highways (County of Los Angeles 2021a). The existing roadway width is 84 feet from curb to curb, with at least 100 feet of ROW width. It is a four-lane highway with a raised median except from Larkvane Road to Fullerton Road, which is three lanes eastbound and two lanes westbound with an existing raised and striped median.

An elevated concrete median travels through the entire length of the project limits. Sidewalks are provided along the entire extent of the project roadway (from City of Whittier Boundary to Fullerton Road). Features within the sidewalks include utility poles, utility boxes, streetlights, community banners (Hacienda Heights only), bus benches and shelters, and occasional landscaping. There are no water bodies located within the vicinity of the project.

Zoning designations adjacent to Colima Road include heavy and light agricultural, single and multi-family residential, commercial, and open space (County of Los Angeles 2021b; City of Industry 2015; City of Whittier 2021). Some single-family residential homes are situated on elevated lots through hills toward both ends of the project limits. There are four parks of varying sizes within the project study area: Thomas Burton Park, Pepperbrook Park, and Countrywood Park in Hacienda Heights, and Peter F. Schabarum Regional Park in Rowland Heights. Other land uses within the project study area include three public schools (Los Molinos, Molokan, and Grazide Elementary Schools), two private schools (Shepherd of the Valley Preschool and City of Industry KinderCare) as well as a number of large, private shopping plazas between Azusa Avenue and Fullerton Road. Figures 2-2A through 2-2G show these various land uses in the vicinity of the project.

According to the County of Los Angeles Bicycle Master Plan, Colima Road, from the City of Whittier Boundary to Allenton Avenue, and from Larkvane Road to Fullerton Road, is designated for the provision of a Class II bike lane and would connect with existing Class I and/or Class II bike lanes along Colima Road, resulting in an uninterrupted route along the project's linear extent.

2.3 Project Description

The project consists of a 4.9-mile-long traffic congestion relief effort recommended by the Public Works Traffic & Lighting Division. The project would provide three vehicle traffic lanes in each direction of Colima Road from Halliburton Road to Fullerton Road, median landscaping, and a Class II Bike Lane in each direction. Roadway improvements would include resurfacing the existing roadway from the City of Whittier boundary to Hacienda Boulevard, narrowing the existing median from Halliburton Road to Fullerton Road, narrowing the existing parkway from Azusa Avenue to approximately 700 feet east of Stoner Creek Road, and landscaping the median from the City of Whittier boundary to Fullerton Road. Other improvements include concrete repair, catch basin reconstruction, tree removal, tree planting, street light relocation, traffic signal relocation/upgrade, and curb ramp upgrades. The proposed road widening, as well as all other ancillary modifications and/or improvements, would take place within the existing Colima Road ROW.

In order to provide a third traffic lane along Colima Road, the roadway would be widened by narrowing the existing median to 12 feet wide from Halliburton Road to Azusa Avenue, as well as from approximately 700 feet east of Stoner Creek Road to Fullerton Road. In between those two segments, Colima Road would be widened by narrowing the existing median to 10 feet and widening the north side of the road by two feet from Azusa Avenue to approximately 700 feet east of Stoner Creek Road.

Table 2-1 provides a summary of the proposed improvements per specific segments of Colima Road.

Table 2-1. Proposed Project Roadway Segments and Improvements

Colima Road Segment Title and Location	Improvements	Jurisdiction
Segment 1 City of Whittier Boundary to Hacienda Boulevard	• Cold mill the existing asphalt concrete pavement full width 1.5 inches and overlay with 1.5 inches of tire rubber modified asphalt concrete pavement • Reconstruct the left-turn pocket at Camino Del Sur • Add a Class II Bike Lane in each direction	County

Table 2-1. Proposed Project Roadway Segments and Improvements

Colima Road Segment Title and Location	Improvements	Jurisdiction
	• Curb ramp and gutter improvements[1] • Driveway[2] and sidewalk segment reconstruction • Relocate one water meter at northeast corner of Colima Road and Casino Drive.	
Segment 2 Hacienda Boulevard to Haliburton Road	• Add a Class II Bike Lane in each direction (ending at Allenton Avenue) • Curb ramp and/or gutter improvements[3] • Driveway and sidewalk segment reconstruction	County
Segment 3 Halliburton Road to Azusa Avenue	• Narrow the existing median to 12 feet wide to accommodate 3 traffic lanes at widths of 11 feet, 10 feet, and 10 feet • Widen the right tum pocket on southwest comer of Azusa Avenue and Colima Road by 2 feet. • Relocate and/or adjust utilities • Reconstruct curbs, gutters, and sidewalk segments.	County
Segment 4 Azusa Avenue to approximately 700 feet east of Stoner Creek Road	• Narrow the existing median to 10 feet wide and widen the north side of the roadway 2 feet to accommodate 3 traffic lanes at widths of 11 feet each • Relocate and/or adjust utilities • Reconstruct curbs, gutters, driveways and sidewalk segments.	County, City of Industry
Segment 5 Approximately 700 feet east of Stoner Creek Road to Larkvane Road	• Narrow the existing median to 12 feet wide to accommodate 3 traffic lanes at widths of 11 feet, 10 feet, and 10 feet • Reconstruct curbs, gutters, driveways, and sidewalk segments.	County
Segment 6 Larkvane Road to Fullerton Road	• Narrow the existing median to 12 feet wide to accommodate 3 traffic lanes at widths of 12 feet each in both directions. • Add a Class II Bike Lane in each direction • Relocate one Pull Box on north east side of Larkvane Road intersection • Reconstruct curbs, gutters and sidewalk segments	County

The project would also include the following:

Landscaping and Tree Removal

Landscaping would take place within the newly constructed, narrowed medians, as well as within existing median segments where width modifications are not propsed. Landscaping within the medians would primarily consist of

1 Curb ramp improvements to be made at Casino Drive, Skyline Drive, Avocado Hill Way, Viewfield Avenue, and mid-block between Avalo Drive and Hacienda Boulevard.

2 Driveway improvements are proposed on the north side of Colima Road at 2 locations west of Azusa Avenue, 2 between Albatross Road and Hanover Road (within the City of Industry), 3 locations between Hanover Road and Walnut Hill Road, 2 between Walnut Hill Road and Stoner Creek Road, and one east of Stoner Creek Road. Driveway reconstruction is proposed on the south side of Colima Road west of Viewfield Avenue, west of Hacienda Boulevard, and between Stoner Creek Road and Larkvane Road.

3 Curb ramp improvement to be made at Sierra Peak Way, Sierra Ridge Way, Punte Del Este, and Country Canyon Road.

river rock paving with low/medium water use plantings, such as agave, coyote bushes, and bougainvillea. Approximately 87 trees would be removed and replanted on both the east and westbound sidewalks. Additional trees would be planted in existing tree wells, and existing wells would be modified. Specific modifications and locations tress to be planted/removed are noted in the construction plans. Tree species planted would include Australian Willow (Halliburton Road to Countrywood Avenue), Bradford Pear (Countrywood Avenue to Azusa Avenue), and Pink Trumpet (Azusa Avenue to Fullerton Road). The project would also conduct as needed root pruning and repair of broken curbs, gutters and sidewalks due to damage from trees

Utlities

Utility relocations are needed at the north side of Colima Road from Azusa Avenue to approximately 700 feet east of Stoner Creek Road. There are vaults, valves, vents, meters, utility cabinets, pull boxes, traffic signal lights, streetlights, and fire hydrants that would be relocated or adjusted due to road widening. Per the Green Infrastructure Guidelines, at least 30% of the Standard Urban Stormwater Mitigation Plan design storm runoff volume would be captured for County reconstruction and capital improvement road projects. The project site includes new paved surface area totalling approximately 571,000 square feet (sf) and the new landscape area is 246,000 sf. By applying new landscape area as credit to the minimum of 30% volume reduction, no additional green infrastructure improvement is required. However, additional low-impact development (LID) features would be included with the landscaping in the raised median within the super-elevated roadway segment between Halliburton Road and Countrywood Avenue. Catch basins would also be removed and/or reconstructed near intersections at Countrywood Avenue, east of Manor Gate Road, west of Hanover Road, west and east of Walnut Hill Road, and midblock bewteen Stoner Creek Road and Larkvane Road. Irrigation for proposed landscaping within the medians would be provided via potable (San Gabriel Valley Water Company and Suburban Water Systems) or reclaimed (Rowland Water District) water based on availability of existing infrastructure along the extent of Colima Road.

Sidewalk Improvements and ADA Compliance

Curb ramp improvements are propsed, and would be in accordance with Americans with Disabilities Act (ADA) requirements. Sidewalk, driveway, and curb and gutter repairs would take place in accordance with the Road Maintenance Division's recommendations.

Bike Lane

The project would construct a Class II bike lane in both directions from the City of Whittier Boundary to Allenton Avenue, and from Larkvane Road to Fullerton Road. The new bike lanes would connect with existing Class I and/or Class II bike lanes along Colima Road, resulting in an uninterrupted route along the project's linear extent.

Permits and Easements

The proposed road widening, as well as all other ancillary modifications and/or improvements, would take place within the existing Colima Road ROW. Permits to enter and temporary construction easements would be required to reconstruct driveways, curb ramps, and construct necessary improvements to accommodate the road widening. These temporary construction easements are shown on Figure 2-3.

Construction Activities

Construction would require the temporary closure of travel lanes. Table 2-2 provides the construction phasing and schedule for the Project. The construction phase of the project comprises four main phases and is anticipated to

take approximately 22 months. The work would be completed in eight-hour shifts, Monday through Friday, and would require a peak of approximately 32 workers, and 5 vendor trucks and 6 haul trucks per day.

Table 2-2. Construction Phasing and Schedule

No.	Phase	Start Date	Duration (in months)	No. of Workers	Total Material Imported/Exported Volume (yd^3/day)		Daily Vendor Trucks[1]	Daily Haul Trucks[2]
					Soil	*Asphalt*		
1	Grubbing/ Land Clearing	1/1/2022	2.2	17	20	20	5	2
2	Grading/Excavation	3/9/2022	9.9	32	100	20	5	6
3	Drainage/Utilities/ Subgrade	1/5/2023	6.6	25	10	10	5	4
4	Paving	7/25/2023	3.3	22	20	10	5	3

Notes: Dates shown are illustrative only.

1 Water delivery trucks are included in the daily estimate of vendor trucks.

2 Soil and asphalt haul trucks are included in the daily estimate of haul trucks

As part of the project construction, various standard Public Works construction practices would be implemented, including: coordination with the owner(s) of known hazardous materials pipelines and development of appropriate safety measures; preparation of a construction Health and Safety Plan to address disturbance and potential release of contaminated media (including soil, soil vapor, groundwater, lead chromate traffic striping, etc.); decommissioning and/or protection of any monitoring wells by the well owner(s); and implementation of a Construction Fire Protection Plan. Refer to Section 3.9, Hazards and Hazardous Materials, for additional discussion.

2.4 Discretionary Actions

This IS/MND is intended to serve as the primary environmental document pursuant to CEQA for actions associated with the proposed project, including discretionary approvals required to implement the project. In addition, this IS/MND is the primary reference document for the formulation and implementation of the Mitigation Monitoring and Reporting Program for the project, in accordance with Section 15097 of the State CEQA Guidelines. The lead agency may approve the IS/MND if it finds, on the basis of the whole project record, that there is no substantial evidence that the project would have a significant effect on the environment. Discretionary actions subject to lead agency review and approval include, but are not limited to:

1. Adoption of the IS/MND
2. Approval of a Protected Tree Permit (If any protected trees are proposed for removal or have their protection zone encroached into).
3. Site Plan and Design Review
4. Architectural Design Review
5. Permits to Enter (Temporary Construction Activities)

2.5 Environmental Checklist Form

1. Project Title:	Colima Road Improvement Project – City of Whittier to Fullerton Road
2. Lead agency name and address:	County of Los Angeles Department of Public Works 900 S. Freemont Avenue, 11th Floor Alhambra, California 91803-1331
3. Contact person and phone number:	Dale Sakamoto Transportation Planning and Programs Division (626) 458-3915
4. Project location:	The Project is located within the existing ROW of Colima Road beginning from the City of Whittier boundary traveling east to Fullerton Road. The Project passes through unincorporated Los Angeles County areas of Rowland Heights and Hacienda Heights, as well as the City of Industry.
5. Project sponsor's name and address:	Same as lead agency
6. General plan designation:	Public Right-of-Way; Surrounding designations include: Recreational and Open Space (City of Whittier and Los Angeles County), Single Family Residential, Multi-family Residential, Commercial (Los Angeles County), Industrial (City of Industry)
7. Zoning:	Public Right-of-Way; Surrounding zoning includes: City of Whittier: O-S; Hacienda Heights: R-1, R-A, C-1, C-2, CPD, O-S, A-1; Rowland Heights: O-S, R-3, R-4, C-1, C-2, C-3; City of Industry: C
8. Description of project:	The project is a 4.9-mile-long traffic congestion relief project recommended by the Public Works Traffic & Lighting Division and is located in the unincorporated County areas of Hacienda Heights and Rowland Heights, and the City of Industry. The project would provide three lanes in each direction from Halliburton Road to Fullerton Road, median landscaping, and a continuous bike lane from the City of Whittier boundary to Larkvane Road. Improvements include resurfacing the existing roadway from the City of Whittier boundary to Hacienda Boulevard, narrowing the existing median from Halliburton Road to Fullerton Road, narrowing the existing parkway from Azusa Avenue to approximately 700 feet east of Stoner Creek Road, and landscaping the median from the City of Whittier boundary to Fullerton Road. Other improvements include concrete repair, catch basin reconstruction, tree removal, tree planting, street light relocation, traffic signal relocation/upgrade, and curb ramp upgrades.

9. Surrounding land uses and setting:	The project is located along the unincorporated Los Angeles County limits of Hacienda Heights, Rowland Heights, and the City of Industry. The overall setting is suburban, mainly comprising of residential and commercial businesses. The project alignment of Colima Road occasionally travels through small hillsides where single family housing is situated on elevated lots. Land uses within the 0.25-mile project boundary of Colima Road include residential, agricultural, commercial, industrial, and recreational.
10. Other public agencies whose approval is required:	N/A
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1?	See Section 3.18, Tribal Cultural Resources.

Environmental Factors Potentially Affected

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

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

Determination (To be completed by the Lead Agency)

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 revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

August 30, 2021
Date

Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an Environmental Impact Report (EIR) is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a. The significance criteria or threshold, if any, used to evaluate each question; and
   b. The mitigation measure identified, if any, to reduce the impact to less than significance

3 Environmental Impact Analysis

3.1 Aesthetics

		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS** – Except as provided in Public Resources Code Section 21099, would the project**:**				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

This section is based on the Visual Impact Assessment that was prepared for the project by Dudek and is included in Appendix A to this IS/MND.

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Scenic vistas generally refer to views of expansive open space areas or other natural features, such as mountains, undeveloped hillsides, large natural water bodies, or coastlines. Less commonly, certain urban settings or features, such as a striking or renowned skyline, may also represent a scenic vista. Scenic vistas also generally refer to views that are accessible from public vantage points, such as public roadways and parks. Consistent with evaluation of potential adverse effects to a scenic vista, the project would also be required to comply with County of Los Angeles General Plan Goal C/NR 13, Protected Visual and Scenic resources, which encourages visual design consistency with natural terrain and vegetation, as well as the incorporation of roadside rest stops, vista points, and interpretive displays into proposed projects in scenic areas.

In consideration of scenic vistas, views to the San Gabriel Mountains and Puente Hills are regularly available along the Colima Road corridor. These resources (and other prominent regional landforms) are identified as scenic resources in the County of Los Angeles General Plan. With the exception of replanted

trees (approximately 87 trees would be removed and replanted) and relocated streetlights and traffic signals, the project does not include vertical elements that could potentially interfere with the availability of views to scenic resources (i.e., the San Gabriel Mountains and Puente Hills). Regarding trees and vertical utilities, these features are currently present along the corridor and replanting and relocation would generally result in maintenance of these features in the general vicinity of their current location. The trees would be maintained by Public Works and are consistent with the existing visual character along Colima Road. Proposed relocation of vaults, utility cabinets, pull boxes, traffic signal lights, streetlights, and fire hydrants will occur on the north side of Colima Road from Azusa Avenue to Stoner Creek Road, and therefore would not impact existing streetlights with banners in Hacienda Heights. Therefore, substantial new blockage or interruption of distant views to scenic landforms from a mobile vantage point (i.e., Colima Road) is not anticipated. Regarding stationary vantage points, the project study area is developed and with the exception of Peter F. Schabarum Regional Park, the project generally lacks opportunities for scenic vistas from public vantage points. Trails and potential observation points within the regional park are generally setback from the Colima Road corridor and are situated atop elevated terrain. The elevated vantage points, and distance from vertical elements within the corridor, reduce opportunities for vertical project elements to be viewed in line with regional scenic resources including the San Gabriel Mountains and Puente Hills. In addition, these features currently occur within the corridor and tree replanting and/or utility relocation would not result in substantial blockage or interruption of existing views. Therefore, impacts would be less than significant.

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. Colima Road is not a designated or eligible state scenic highway (Caltrans 2021). The nearest eligible state scenic highway, State Route 57 between Brea and Diamond Bar, is located over 3.5 miles from the eastern extent of the project limits (i.e., Fullerton Road) and due to distant and intervening terrain and development, does not offer views to the project corridor. As such, implementation of the project would not damage scenic resources present within a state scenic highway. No impact would occur.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. Per Section 15387 of the State CEQA Guidelines, an "urbanized area" is defined as "a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile." The project is primarily located within unincorporated areas of Los Angeles County, as well as the City of Industry. The City of Industry is almost entirely industrial, which results in an actual population of approximately 427 persons, at a population density of approximately 35 persons per square mile (U.S. Census Bureau 2021). However, the unincorporated communities of Hacienda Heights and Rowland Heights have populations of approximately 54,038 and 48,993, respectively (U.S. Census Bureau 2019). This results in population densities of approximately 4,800 people per square mile in Hacienda Heights and 3,700 people per square mile in Rowland Heights. Therefore, the project is considered to be located in an urbanized area.

The project consists of roadway improvements to the existing Colima Road within its ROW. Small areas of temporary encroachment outside of the ROW would occur during construction to reconstruct driveways, curb ramps, and construct necessary improvements to accommodate the road widening. While the project is surrounded by a variety of land uses with different underlying zoning designations, it is not subject to any development standards of the surrounding zones. The project, including proposed curbs, driveways, sidewalks, landscaping, lighting, and utilities, would be constructed in accordance with applicable roadway design guidelines of Public Works. As discussed previously, overall, the project would result in a low visual change as improvements are being implemented to an existing road, which would visually be consistent with existing conditions. The basic horizontal form of existing roadway features including travel lanes, sidewalk, median, and parkways would generally be maintained. The addition of a third lane in each direction from Halliburton Road to Fullerton Road, and the widening or narrowing of the road median would not substantially degrade the existing visual character, which is an existing, primarily four lane road bordered by developed uses. Narrowed or widened medians, striping associated with new Class II Bike Lanes, and the removal and replanting of median and sidewalk/parkway landscaping would result in slight alterations to existing lines displayed by medians and the road surface; however, these changes would be consistent with the existing developed character of the road and more generally, the developed project setting. New landscaping, and road resurfacing from the Whittier city limit to Hacienda Boulevard in the Hacienda Heights area, may result in the introduction of vibrant or fresh colors where proposed yet these character elements would be compatible and progressively blend with existing surfaces and landscaping present along the corridor. Lastly, the reconstruction of curb, gutter, driveway, sidewalk, and turn pockets, and the relocation of utilities, would be not result in substantial visual change as these features display a regular presence along the existing corridor. Therefore, impacts would be less than significant and no mitigation would be 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?

Less Than Significant Impact. Construction of the project would occur during daylight hours and would not require the use of mobile lighting to illuminate the corridor. The project includes the relocation of streetlights and traffic signals. Streetlights and traffic signals are existing elements along Colima Road and their relocation within the general vicinity of existing light and signal locations is not anticipated to result in substantially altered lighting conditions during nighttime hours. As with existing lighting, relocated streetlights would be hooded/shielded and feature downward directed fixtures. Colima Road is an existing road that features street lighting and traffic signals and thus, is generally illuminated by these elements during nighttime hours. Therefore, the relocation of streetlights and traffic signals would not adversely affect the quality of existing nighttime views; impacts would be less than significant and no mitigation would be required.

3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
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))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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?

Less Than Significant Impact. The California Department of Conservation's Division of Land Resource Protection works with landowners, local governments, and researchers to conserve California's farmlands and open spaces. The Agricultural Land Mitigation Program, California Farmland Conservancy Program, Williamson Act Contracts, and Farmland Mapping and Monitoring Program are all farmland conservations programs currently in effect and administered by the Division of Land Resource Protection. Within the project study area, the City of Industry and the City of Whittier do not contain any Prime Farmland, Unique

Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (DOC 2021a). Within Los Angeles County land, approximately 250 feet of Colima Road bisects a thin strip of designated Unique Farmland. However, the improvements in this area are limited to a few utility locations and curb, gutter, and/or minor sidewalk improvements, which would not affect the ongoing use of surrounding agricultural lands. As such, the project would not result in the conversion of any farmland to non-agricultural use; impacts would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact. Based on a review of zoning maps (County of Los Angeles 2021b; City of Industry 2015; City of Whittier 2021), zoning designations within the project study area are comprised of light and heavy agriculture, residential, commercial, industrial, parking, and/or open space. According to the County of Los Angeles Zoning Ordinance, Section 22.16.30, permitted uses for Light Agriculture (A-1) include the following:

- Single-family residences
- Crops (field, tree, bush, berry, row, and nursery stock)
- Greenhouses
- Raising and/or grazing of animals (cattle, horses, sheep, goats, poultry, birds, earthworms, etc.)

Permitted uses for Heavy Agriculture (A-2) include all uses permitted in zone A-1, as well as:

- Animal hospitals
- Dairies
- Dog kennels
- Livestock feed lots
- Manure spreading
- Oil wells

The project consists of roadway improvements to the existing Colima Road within its ROW. Small areas of temporary encroachment outside of the ROW would occur during construction to reconstruct driveways, curb ramps, and construct necessary improvements to accommodate the road widening. Any required permits to enter associated with temporary construction activities onto agriculturally zoned lands, would consist of minor in-kind reconstruction of existing roadway infrastructure and would not conflict with the underlying zoning for agricultural uses.

Additionally, there are no lands under Williamson Act contracts within the project study area (DOC 2017). The proximity of short segments of the Colima Road ROW project area to lands zoned for agricultural use (A-1 and-A-2) would not result in any conflicts related to permitted uses, and no changes in zoning type would be requested or required for project implementation. As such, the project would have a less than significant impact and no mitigation is 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. No existing forest land, timberland, or timberland zoned timberland production zoning are located within or near the project study area. The project study area is located in an urban setting and is highly developed. Based on a review of applicable zoning maps (County of Los Angeles 2021b; City of Industry 2015; City of Whittier 2021), zoning designations include light and heavy agriculture, residential, commercial, industrial, parking, and/or open space. As such, no conflict with existing zoning for forest land, timberland, or timberland zoned timberland production is expected as a result of the proposed project. No impact would occur.

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

No Impact. As discussed in Section 3.2(c), the project study area is located in an urban setting and is highly developed. Based on a review of applicable zoning maps (County of Los Angeles 2021b; City of Industry 2015; City of Whittier 2021), zoning designations include light and heavy agriculture, residential, commercial, industrial, parking, and/or open space. No existing forest land is found within or near the project study area. As such, the proposed project would not result in the loss of forest land or conservation of forest land to non-forest use. No impact would occur.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As stated in Sections 3.2(c) and 3.2(d), the project study area is located in an urban setting and is highly developed. Based on a review of applicable zoning maps (County of Los Angeles 2021b; City of Industry 2015; City of Whittier 2021), zoning designations include light and heavy agriculture, residential, commercial, industrial, parking, and/or open space. No existing forest land is found within or near the project study area. As discussed in Section 3.2(a), approximately 250 feet of Colima Road does bisect a thin strip of Division of Land Resource Protection-designated Unique Farmland; however, this stretch is located between Haliburton Road and Hacienda Boulevard, where only minor roadway improvements are proposed (refer to Table 2-1 for further details). As such, the project would have no impact on the conversion of Farmland or forest land to non-agricultural or non-forest uses.

3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project area is located in Los Angeles County, within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties and all of Orange County. SCAB is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

SCAQMD administers the SCAB Air Quality Management Plan (AQMP), which is a comprehensive document outlining an air pollution control program for attaining the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The most-recently adopted AQMP for the SCAB is the 2016 AQMP (SCAQMD 2017). The 2016 AQMP focuses on available, proven, and cost-effective alternatives to traditional air quality strategies while seeking to achieve multiple goals in partnership with other entities seeking to promote reductions in greenhouse gases (GHGs) and toxic risk, as well as efficiencies in energy use, transportation, and goods movement (SCAQMD 2017).

The purpose of a consistency finding regarding the AQMP is to determine if a project is consistent with the assumptions and objectives of the 2016 AQMP, and if it would interfere with the region's ability to comply with federal and state air quality standards. SCAQMD has established criteria for determining consistency with the currently applicable AQMP in Chapter 12, Sections 12.2 and 12.3, of the SCAQMD CEQA Air Quality Handbook. These criteria are as follows (SCAQMD 1993):

- Whether the project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP.
- Whether the project would exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

To address the first criterion, project-generated criteria air pollutant emissions have been estimated and analyzed for significance and are addressed in Section 3.3(b). Detailed results of this analysis are included in Appendix B, Air Quality and GHG Emission Calculations. As presented in Section 3.3(b), the proposed project would not generate criteria air pollutant emissions that exceed the SCAQMD's thresholds during construction or long-term operations.

The second criterion regarding the potential of the proposed project to exceed the assumptions in the AQMP or increments based on the year of project buildout and phase is primarily assessed by determining consistency between the proposed project's land use designations and its potential to generate population growth. In general, projects are considered consistent with, and not in conflict with or obstructing implementation of, the AQMP if the growth they produce in socioeconomic factors is consistent with the underlying regional plans used to develop the AQMP (SCAQMD 1993). Since the proposed project involves only roadway improvements, the implementation of the project would not generate an increase in population, housing, or employment that would conflict with existing projections. Accordingly, the proposed project is consistent with the forecasts used in the SCAQMD AQMP development.

In summary, based on the considerations presented for the two criteria, impacts relating to the proposed project's potential to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

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

Less Than Significant Impact. A quantitative analysis was conducted to determine whether the proposed project might result in emissions of criteria air pollutants that may cause exceedances of the NAAQS or CAAQS, or cumulatively contribute to existing nonattainment of ambient air quality standards. Criteria air pollutants include ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide, particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM_{10}) (coarse particulate matter), particulate matter with an aerodynamic diameter less than or equal to 2.5 microns ($PM_{2.5}$) (fine particulate matter), and lead. Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen (NO_X), which are important because they are precursors to O_3, as well as CO, sulfur oxides (SO_X), PM_{10}, and $PM_{2.5}$.

Regarding NAAQS and CAAQS attainment status,[4] the SCAB is designated as a nonattainment area for national and California O_3 and $PM_{2.5}$ standards (CARB 2019; EPA 2020). The SCAB is also designated as a nonattainment area for California PM_{10} standards; however, it is designated as an attainment area for national PM_{10} standards. SCAB is designated as an attainment area for national and California CO and NO_2 standards, as well as for state SO_2 standards. Although the SCAB has been designated as nonattainment for the national rolling 3-month average lead standard, it is designated attainment for the California lead standard.[5]

The proposed project would result in emissions of criteria air pollutants for which the California Air Resources Board (CARB) and U.S. Environmental Protection Agency have adopted ambient air quality standards (i.e., the NAAQS and CAAQS). Projects that emit these pollutants have the potential to cause, or contribute to, violations of these standards. The SCAQMD CEQA Air Quality Significance Thresholds, as revised in April 2019, set forth quantitative emission significance thresholds for criteria air pollutants, which, if exceeded, would indicate the potential for a project to contribute to violations of the NAAQS or CAAQS. Table 3.3-1 lists the revised SCAQMD Air Quality Significance Thresholds (SCAQMD 2019).

[4] An area is designated as in attainment when it is in compliance with the NAAQS and/or the CAAQS. These standards for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare are set by the U.S. Environmental Protection Agency and CARB, respectively. Attainment = meets the standards; attainment/maintenance = achieves the standards after a nonattainment designation; nonattainment = does not meet the standards.

[5] The phase-out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

Table 3.3-1. SCAQMD Air Quality Significance Thresholds

Criteria Pollutants Mass Daily Thresholds		
Pollutant	*Construction (pounds per day)*	*Operation (pounds per day)*
VOCs	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
Lead[a]	3	3
TACs and Odor Thresholds		
TACs[b]	Maximum incremental cancer risk ≥10 in 1 million Cancer Burden >0.5 excess cancer cases (in areas ≥1 in 1 million) Chronic and acute hazard index ≥1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality Standards for Criteria Pollutants[c]		
NO_2 1-hour average NO_2 annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.030 ppm (state) and 0.0534 ppm (federal)	
CO 1-hour average CO 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
SO_2 1-hour average SO_2 24-hour average	0.25 ppm (state) and 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
PM_{10} 24-hour average PM_{10} annual average	10.4 μg/m³ (construction)[d] 2.5 μg/m³ (operation) 1.0 μg/m³	
$PM_{2.5}$ 24-hour average	10.4 μg/m³ (construction)[d] 2.5 μg/m³ (operation)	

Source: SCAQMD 2019.
Notes: SCAQMD = South Coast Air Quality Management District; VOC = volatile organic compounds; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; TAC = toxic air contaminant; NO_2 = nitrogen dioxide; SO_2 = sulfur dioxides; ppm = parts per million; μg/m³ = micrograms per cubic meter.
[a] The phase-out of leaded gasoline started in 1976. Since gasoline no longer contains lead, the proposed project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.
[b] TACs include carcinogens and non-carcinogens.
[c] Ambient air quality standards for criteria pollutants based on SCAQMD Rule 1303, Table A-2, unless otherwise stated.
[d] Ambient air quality threshold based on SCAQMD Rule 403.

The project would result in a substantial contribution to an existing air quality violation of the NAAQS or CAAQS for O_3, which is a nonattainment pollutant, if the proposed project's emissions exceed the SCAQMD VOC or NO_X thresholds shown in Table 3.3-1. These emission-based thresholds for O_3 precursors are intended to serve as surrogates for an "ozone significance threshold" (i.e., the potential for adverse O_3 impacts to occur) because O_3 itself is not emitted directly, and the effects of an individual project's emissions of O_3 precursors (i.e., VOCs and NO_x) on O_3 levels in ambient air is difficult to reliably and meaningfully determine.

Based on the linear nature of the project, the Road Construction Emissions Model (RCEM) (version 9.0.0) was used to estimate emissions from construction of the proposed project. Construction of the proposed project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (e.g., off-road construction equipment, soil disturbance, and VOC off-gassing from asphalt pavement application) and off-site sources (e.g., vendor trucks, haul trucks, and worker vehicle trips). Specifically, the exposure of earth surfaces to wind from the direct disturbance and movement of soil can result in entrained dust and PM_{10} and $PM_{2.5}$ emissions. Internal combustion engines used by construction equipment, haul trucks, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of VOCs, NO_x, CO, PM_{10}, and $PM_{2.5}$. Application of asphalt pavement would also produce VOC emissions. Construction emissions can vary substantially from day to day depending on the level of activity; the specific type of operation; and, for dust, the prevailing weather conditions.

For purposes of estimating proposed project emissions and based on information provided by Public Works, it is assumed that construction of the project would commence in January 2022 for a duration of 22 months. General construction-equipment modeling assumptions are provided in Table 3.3-2. Default values for equipment mix, horsepower, and load factors provided in RCEM were used for all construction equipment. For the analysis, it was assumed that heavy-duty construction equipment would be operating at the site 5 days per week. Detailed construction-equipment modeling assumptions are provided in Appendix B.

Table 3.3-2. Construction On-Road Vehicle and Equipment Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment	
	Average Daily Worker Trips	*Average Daily Vendor Truck Trips*	*Average Daily Haul Truck Trips*	*Equipment Type*	*Quantity*
Grubbing/Land Clearing	34	5	4	Crawler tractor	1
				Excavators	2
				Signal boards	10
Grading/ Excavation	64	5	12	Crawler tractor	1
				Excavators	3
				Graders	2
				Rollers	2
				Rubber-tired loaders	1
				Scrapers	2
				Signal boards	10
				Tractors/loaders/ backhoes	4

Table 3.3-2. Construction On-Road Vehicle and Equipment Assumptions

Construction Phase	One-Way Vehicle Trips			Equipment	
	Average Daily Worker Trips	*Average Daily Vendor Truck Trips*	*Average Daily Haul Truck Trips*	*Equipment Type*	*Quantity*
Drainage/Utilities /Subgrade	50	5	8	Air compressors	1
				Generator sets	1
				Graders	1
				Plate compactors	1
				Pumps	1
				Rough terrain forklifts	1
				Scrapers	1
				Signal boards	10
				Tractors/loaders/ backhoes	3
Paving	44	5	6	Pavers	1
				Paving equipment	1
				Rollers	2
				Signal boards	10
				Tractors/loaders/ backhoes	3

Notes: See Appendix B for additional details.

The proposed project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during any dust-generating activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the actively disturbed areas, depending on weather conditions.

Table 3.3-3 shows the estimated maximum daily construction emissions associated with the construction phase of the proposed project.

Table 3.3-3. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions

Phase	VOCs	NO_X	CO	SO_X	PM_{10}[a]	$PM_{2.5}$[a]
	Pounds per Day					
Grubbing/land clearing	1.59	14.05	13.64	0.03	1.83	0.80
Grading/excavation	5.65	58.31	48.91	0.12	3.70	2.47
Drainage/utilities/ subgrade	3.39	31.33	32.30	0.07	2.60	1.50
Paving	1.84	16.01	21.00	0.04	0.83	0.72
Maximum daily emissions	**5.65**	**58.31**	**48.91**	**0.12**	**3.70**	**2.47**
SCAQMD threshold	*75*	*100*	*550*	*150*	*150*	*55*
Threshold exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Notes: VOC = volatile organic compound; NO_X = oxides of nitrogen; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); $PM_{2.5}$ = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter); SCAQMD = South Coast Air Quality Management District.

See Appendix B for detailed results. The values shown are the maximum daily emissions results from RCEM and reflect control of fugitive dust required by SCAQMD Rule 403.

As shown in Table 3.3-3, the proposed project's maximum daily construction emissions would not exceed the SCAQMD thresholds for any criteria air pollutant.

Regarding long-term operations, the proposed project consists of roadway improvements to provide congestion relief and is included in the Southern California Association of Governments (SCAG) 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2020). Notably, California's 18 metropolitan planning organizations have been tasked with creating SCSs as part of the RTP in an effort to reduce the region's vehicle miles traveled (VMT) in order to help meet greenhouse gas (GHG) targets through integrated transportation, land use, housing, and environmental planning. For long-term mobile source emissions, the California Emissions Estimator Model (CalEEMod) (version 2020.4.0) was used based on the regional VMT for the existing baseline (2020 No Project) and buildout (2040 With Project) scenarios. Results are summarized in Table 3.3-4 and complete details of the emissions calculations are provided in Appendix B.

Table 3.3-4. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions – Unmitigated

Emission Source	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
	Pounds per Day					
2040 With Project						
Mobile	45,207.63	44,361.29	479,665.18	1,127.52	155,867.42	41,896.43
2020 No Project (Existing Scenario)						
Mobile	64,700.29	104,923.04	816,827.87	1,704.56	160,991.24	44,076.89
Net Change in Emissions						
Net change (2040 with project – 2020 no project)	(19,492.66)	(60,561.75)	(337,162.69)	(577.04)	(5,123.82)	(2,180.45)
SCAQMD threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold exceeded?	No	No	No	No	No	No

Notes: VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM_{10} = coarse particulate matter; $PM_{2.5}$ = fine particulate matter; SCAQMD = South Coast Air Quality Management District.
See Appendix B for complete results.
Numbers in parenthesis represent a negative number.
Totals may not sum due to rounding.
The values shown are the maximum summer or winter daily emissions results from CalEEMod.

As shown in Table 3.3-4, the 2040 With Project scenario would result in reduced regional emissions of criteria air pollutants as compared to the 2020 No Project scenario. The proposed project's net change in emissions would not exceed the SCAQMD thresholds for any criteria air pollutant.

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutants are used in the determination of whether a project's individual emissions would have a

cumulatively considerable contribution on air quality. If a project's emissions would exceed the SCAQMD significance thresholds, it would be considered to have a cumulatively considerable contribution. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003).

As discussed previously, the SCAB has been designated as a national nonattainment area for O_3 and $PM_{2.5}$, and a California nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The nonattainment status is the result of cumulative emissions from various sources of air pollutants and their precursors within the SCAB, including motor vehicles, off-road equipment, and commercial and industrial facilities. Construction and operational activities of the proposed project would generate VOC and NO_X emissions (precursors to O_3) and emissions of PM_{10} and $PM_{2.5}$. However, as indicated in Table 3.3-3 and Table 3.3-4, project-generated emissions would be minimal and would not exceed the SCAQMD emission-based significance thresholds for VOCs, NO_X, PM_{10}, or $PM_{2.5}$.

Cumulative localized impacts would potentially occur if a project were to occur concurrently with another off-site project. Schedules for potential future projects near the project area are currently unknown; therefore, potential impacts associated with two or more simultaneous projects would be considered speculative.[6] However, future projects would be subject to CEQA and would require air quality analysis and, where necessary, mitigation. Criteria air pollutant emissions associated with construction activity of future projects would be reduced through implementation of control measures required by SCAQMD. Cumulative PM_{10} and $PM_{2.5}$ emissions would be reduced because all future projects would be subject to SCAQMD Rule 403, Fugitive Dust, which sets forth general and specific requirements for all sites in the SCAQMD.

Overall, based on the above considerations, the proposed project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be less than significant.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed project would not expose sensitive receptors to substantial pollutant concentrations as evaluated below.

Sensitive Receptors

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, the elderly, and people with cardiovascular and chronic respiratory diseases. According to SCAQMD, sensitive receptors include sites such as residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). As discussed in Section 2.2, Existing Conditions and Setting, single-family residential homes are situated on elevated lots through hills toward both ends of the project limits. Three public schools (Los Molinos, Molokan, and Grazide Elementary Schools) and two private schools (Shepherd of the Valley Preschool and City of Industry KinderCare) are also within the project study area.

[6] The CEQA Guidelines state that if a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact (14 CCR 15145).

Localized Significance Thresholds

SCAQMD recommends a localized significance threshold (LST) analysis to evaluate localized air quality impacts to sensitive receptors in the immediate vicinity of the proposed project resulting from project activities. The impacts were analyzed using methods consistent with those in SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2008a). The proposed project is located within Source Receptor Area (SRA) 11 (South San Gabriel Valley). Based on the anticipated daily disturbed area and proximity to sensitive receptors, this analysis applies the SCAQMD LST values for a 1-acre site within SRA 11 with a receptor distance of 25 meters (82 feet), which is the shortest source-receptor distance recommended by SCAQMD.

Project construction activities would result in temporary sources of on-site criteria air pollutant emissions associated with off-road equipment exhaust and fugitive dust generation. According to the Final Localized Significance Threshold Methodology, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2008a). Trucks and worker trips associated with the proposed project are not expected to cause substantial air quality impacts to sensitive receptors along off-site roadways since emissions would be relatively brief in nature and would cease once the vehicles pass through the main streets. Therefore, off-site emissions from trucks and worker vehicle trips are not included in the LST analysis. The maximum daily on-site emissions generated by construction of the proposed project is presented in Table 3.3-5 and compared to the SCAQMD localized significance criteria for SRA 11 to determine whether project-generated on-site emissions would result in potential LST impacts.

Table 3.3-5. Construction Localized Significance Thresholds Analysis

Project Construction	NO_2	CO	PM_{10}	$PM_{2.5}$
	Pounds per Day (On Site)[a]			
Maximum daily on-site emissions	56.76	45.52	3.52	2.39
SCAQMD LST criteria	*83*	*673*	*5*	*4*
Threshold exceeded?	**No**	**No**	**No**	**No**

Source: SCAQMD 2008a.
Notes: NO_2 = nitrogen dioxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter less than or equal to 10 microns (coarse particulate matter); $PM_{2.5}$ = particulate matter with a diameter less than or equal to 2.5 microns (fine particulate matter); SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold.
See Appendix B for detailed results. The values shown are the maximum daily emissions results from RCEM and reflect control of fugitive dust required by SCAQMD Rule 403.
[a] Localized significance thresholds are shown for a 1-acre disturbed area corresponding to a distance to a sensitive receptor of 25 meters in Source Receptor Area 11, South San Gabriel Valley.

As shown in Table 3.3-5, proposed construction activities would not generate emissions in excess of site-specific LSTs; therefore, localized impacts of the proposed project would be less than significant.

CO Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed "CO hotspots." The transport of CO is extremely limited, as it disperses rapidly with distance from the source. Under certain extreme meteorological conditions, however, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of

service (LOS) (LOS E or worse is unacceptable). Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots.

Code of Federal Regulations title 40, Section 93.123(c)(5), Procedures for Determining Localized CO, PM_{10}, and $PM_{2.5}$ Concentrations (Hot-Spot Analysis), states that "CO, PM_{10}, and $PM_{2.5}$ hot-spot analyses are not required to consider construction-related activities, which cause temporary increases in emissions. Each site that is affected by construction-related activities shall be considered separately, using established 'Guideline' methods. Temporary increases are defined as those which occur only during the construction phase and last 5 years or less at any individual site." Although project construction would involve on-road vehicle trips from trucks and workers during construction, construction activities would last approximately 22 months and would not require a project-level construction hotspot analysis. Furthermore, because the proposed project would result in traffic congestion relief, an operational CO hotspot evaluation also is not required.

Accordingly, the proposed project would not generate traffic that would contribute to potential adverse traffic impacts that may result in the formation of CO hotspots. In addition, because of continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, the potential for CO hotspots in the SCAB is steadily decreasing. Based on these considerations, the proposed project would result in a less than significant impact to air quality from potential CO hotspots.

Toxic Air Contaminants

TACs are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. Health effects from carcinogenic air toxics are usually described in terms of cancer risk. SCAQMD recommends an incremental cancer risk threshold of 10 in 1 million. "Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period will contract cancer based on the use of standard California Office of Environmental Health Hazard Assessment risk-assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. SCAQMD recommends a Hazard Index of 1 or more for acute (short-term) and chronic (long-term) non-carcinogenic effects.[7] The TAC that would potentially be emitted during construction activities associated with development of the proposed project would be diesel particulate matter.

Diesel particulate matter emissions would be emitted from heavy equipment operations and heavy-duty trucks. Heavy-duty construction equipment is subject to a CARB Airborne Toxics Control Measure for diesel construction equipment to reduce diesel particulate emissions. As described for the LST analysis, PM_{10} (representative of diesel particulate matter) exposure would be minimal. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period and duration of activities associated with the proposed project. The duration of the proposed construction activities would only constitute a small percentage of the total 30-year exposure period. The active construction period for the proposed project would be approximately 22 months, after which construction-related TAC emissions

[7] Non-cancer adverse health risks are measured against a hazard index, which is defined as the ratio of the predicted incremental exposure concentrations of the various non-carcinogens from the proposed project to published reference exposure levels that can cause adverse health effects.

would cease. Also, since the roadway construction would proceed along the alignment, the project would not require the extensive use of heavy-duty construction equipment or diesel trucks in any one location over the duration of development, which would limit the exposure of any proximate individual sensitive receptor to TACs. Due to the relatively short period of exposure at any individual sensitive receptor and minimal particulate emissions generated, TACs emitted during construction would not be expected to result in concentrations causing significant health risks, which would be a less-than-significant impact. Further, as a roadway improvement project intended to provide congestion relief, the project would not result in new sources of TACs during operations.

Health Impacts of Criteria Air Pollutants

Construction of the proposed project would generate minimal criteria air pollutant emissions and would not exceed the SCAQMD mass-emission thresholds. Further, the 2040 With Project scenario would result in reduced regional emissions of criteria air pollutants as compared to the 2020 No Project scenario. The SCAB is designated as nonattainment for O_3 for the NAAQS and CAAQS. Thus, existing O_3 levels in the SCAB are at unhealthy levels during certain periods. The health effects associated with O_3 generally result in reduced lung function. Because the proposed project would not involve activities that would result in O_3 precursor emissions (i.e., VOCs or NO_x) that would exceed the SCAQMD thresholds, as shown in Table 3.3-3 and Table 3.3-4, the proposed project is not anticipated to substantially contribute to regional O_3 concentrations and their associated health impacts during construction or operations.

In addition to O_3, NO_x emissions contribute to potential exceedances of the NAAQS and CAAQS for NO_2.[8] Exposure to NO_2 can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections. As shown in Tables 3.3-3 through 3.3-5, construction and operation of the proposed project would not exceed the SCAQMD thresholds for NO_x and NO_2. Thus, the proposed project is not expected to result in exceedances of the NO_2 standards or contribute to associated health effects.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, thereby reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. CO hotspots were discussed previously. Thus, the proposed project's CO emissions would not contribute to the health effects associated with this pollutant.

The SCAB is designated as a nonattainment area for PM_{10} under the CAAQS and for $PM_{2.5}$ under the NAAQS and CAAQS. Particulate matter contains microscopic solids or liquid droplets that are so small that they can be transmitted into the lungs and cause serious health problems. Health effects associated with PM_{10} include premature death and hospitalization, primarily for worsening of respiratory disease (CARB n.d.). As with O_3 and NO_x, and as shown in Tables 3.3-3 through 3.3-5, the proposed project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the SCAQMD's thresholds. Accordingly, the proposed project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause an increase in related health effects for this pollutant.

[8] NO_2 is a constituent of NO_x.

In summary, the proposed project would not make a significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Therefore, impacts would be less than significant.

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. Other emissions associated with the project are anticipated to be limited to odors, which is assessed herein. The occurrence and severity of potential odor impacts depend on numerous factors. The nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receiving location each contributes to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying, cause distress, and generate citizen complaints.

SCAQMD provides a list of land uses associated with odor concerns, which include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The proposed project would include roadway improvements to reduce traffic congestion, which is not anticipated to generate new odors or increase emissions of odors. During project construction, exhaust from equipment may produce discernible odors typical of most construction sites. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from the tailpipes of construction equipment. However, such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Accordingly, impacts associated with odors during construction would be less than significant. Further, the project would not result in new sources of odor during operations and impacts would be less than significant.

3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☒	☐	☐

A Natural Environmental Study (Minimal Impacts) (NES-MI) report was prepared for the project in 2017 and the appropriate and available biological resource databases were queried in June 2021 to determine if any additional sensitive biological resources have been identified in the project vicinity that were not analyzed in the NES-MI. The 2021 review is included in Appendix C1 and the original 2017 NES-MI is included as Appendix C2. The NES-MI identified the land uses in the Biological Study Area (BSA), the Colima Road ROW and a 50-foot-wide buffer, as predominantly composed of urban and other developed uses, with specific uses being primarily residential and commercial properties. There are areas of open space near Casino Drive, Skyline Drive, and South Azusa Avenue; however, these areas are outside the ROW. The BSA contains disturbed coastal sage scrub at the western limits of the project site.

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 Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact with Mitigation Incorporated. The following data sources were reviewed to determine if any additional sensitive biological resources have been recorded within the BSA and surrounding area: California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (CDFW 2021); U.S. Fish and Wildlife Service Information for Planning and Consultation (IPaC) (USFWS 2021a); National Marine Fisheries Service (NMFS) Species List (NMFS 2016); and California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Vascular Plants (CNPS 2021). The queries of the CNDDB and the IPaC, NMFS, and CNPS databases resulted in a total of 25 special-status species (11 plant species and 14 wildlife species) that have recorded occurrences in the project area, which is located within the U.S. Geological Survey's La Habra 7.5-minute quadrangle.

Special-Status Plants

The BSA lacks suitable habitat to support the 11 special-status plant species with recorded occurrences in the vicinity of the project. Project activities would primarily be within the existing ROW that does not support natural habitats. No impacts to special-status plants would occur from the implementation of the project.

Special-Status Wildlife

The BSA lacks suitable habitat to support 12 of the 14 special-status wildlife species with recorded occurrences in the vicinity of the project. Two species, coastal cactus wren (*Campylorhynchus brunneicapillus sandiegensis*) and coastal California gnatcatcher (*Polioptila californica californica*), have isolated patches of marginal habitat in the BSA; however, U.S. Fish and Wildlife Service-designated critical habitat for coastal California gnatcatcher is located at the west end of the BSA. There would be no permanent impacts to special-status wildlife associated with the project; however, indirect impacts could occur during construction, which would be considered potentially significant. Mitigation Measure (MM) BIO-1, MM-BIO-2, and MM-BIO-3 would be implemented to avoid the potential of indirect impacts to coastal cactus wren, coastal California gnatcatcher, and critical habitat, reducing impacts to less than significant.

MM-BIO-1 **Delineating Critical Habitat.** Coastal California gnatcatcher critical habitat shall be clearly delineated within the project design plans as to avoid any impacts to this species or its associated habitat. These areas of coastal sage scrub shall be designated as Environmentally Sensitive Areas (ESAs) in the field. The field biologist shall delineate all ESAs within the project footprint and immediately surrounding areas. Prior to clearing vegetation or construction within or adjacent to the ESAs, the contractor shall install highly visible barriers (e.g., orange construction fencing) adjacent to the project footprint to designate ESAs to be avoided and preserved in place. No grading or fill activity of any type shall be permitted within these ESAs. No construction activities, materials, or equipment shall be allowed within the ESAs. A qualified biologist (someone with 5 years of experience in the project region) shall supervise the placement of ESA fencing.

MM-BIO-2 **Pre-Construction Presence/Absence Coastal California Gnatcatcher Survey.** A presence and absence survey for coastal California gnatcatcher is required during the nesting season for the species (February 15 to August 15) prior to vegetation removal and construction activities that are conducted within 500 feet of coastal California gnatcatcher critical habitat. The survey shall be conducted by a qualified biologist who has U.S. Fish and Wildlife Service-issued 10(a)(1)(A) permit for the species.

MM-BIO-3 **Pre-Construction Presence/Absence Coastal Cactus Wren Survey.** A presence and absence survey for coastal cactus wren is required during the nesting season (February 15 to August 15) prior to vegetation removal and construction activities that are conducted within 500 feet of coastal California gnatcatcher critical habitat. The survey shall be conducted by a qualified biologist (someone with 5 years of experience in the project region) who has experience with the species.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. Land uses in the BSA are predominantly composed of urban and other developed uses, with specific uses being primarily residential and commercial properties. There are areas of open space near Casino Drive, Skyline Drive, and South Azusa Avenue; however, these areas are outside the ROW. The BSA contains disturbed coastal sage scrub at the western limits of the project. No riparian habitat or sensitive vegetation communities were identified as occurring in the BSA. As such, the project would have no impact on riparian habitat or sensitive vegetation communities.

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. The NES-MI did not identify any wetlands in or adjacent to the BSA but did identify a concrete channel that goes under the BSA near Peter F. Schabarum Regional Park. A review of the Wetland Mapper (USFWS 2021b) in June 2021 indicated that there were two features that were not included in the NES-MI. A riverine feature is located at the western end of the BSA near Skyline Drive. This riverine feature is a natural drainage within the hills to the east and enters the underground stormwater system via a culvert at Colima Road. The second feature is a concrete channel that is to the west of Azusa Avenue that enters the underground stormwater system via a culvert at Colima Road. None of the features would be directly impacted by the project. Indirect impacts could occur from erosion of soils in the work area during storm events. However, these potentially significant indirect impacts would be avoided and minimized by using standard best management practices (BMPs) during construction. The erosion control measures would be listed in the project plans, per standard practice by Public Works. In addition, Public Work's appointed project contractor will be required to prepare a stormwater pollution prevention plan (SWPPP), which would ensure that stormwater runoff will be appropriately contained and limited to the project site boundaries. With integration of standard BMPs and implementation of the SWPPP, the potential of indirect impacts to jurisdictional waters would be minimized, and impacts would be less than significant.

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. Habitat connectivity is established when there is a wildlife movement corridor that connects two blocks of natural habitat. The BSA is within a heavily urbanized transportation corridor with little or no opportunity for regular, regional movement of wildlife between the BSA and other natural areas. Urban developments are not generally conducive to wildlife travel between natural areas because of vehicular traffic, human presence, and the associated noise and light. As such, impacts to wildlife movement and migratory corridors would be less than significant.

The BSA does support vegetation that may support bird nesting. The project will require repair of curb and gutter and sidewalk due to damage from trees and approximately 87 trees will be removed and then replaced with 87 new trees. Construction noise may also adversely affect nesting birds, particularly if construction and vegetation clearing begin after the onset of the nesting season (February 1 to August 31).

In addition, the project has the potential to introduce temporary impacts limited to and during the construction period that would include increased lighting. Lighting may also adversely affect nesting birds.

All development activities within the State of California are subject to the requirement to protect nesting birds, in compliance with the Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code, which prohibits the accidental or "incidental" taking or killing of migratory birds. The Project would be required to comply with the Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code by preventing the disturbance of nesting birds during project construction activities. This would generally involve clearing the project site of all vegetation outside the nesting season (from September 1 through January 31) or if construction would commence within the nesting season (which generally runs from February 1 through August 31 and as early as February 1 for raptors), conducting a pre-construction nesting bird survey to determine the presence of nesting birds or active nests at the project site. Any active nests and nesting birds must be protected from disturbance by construction activities through buffers between nest sites and construction activities. The buffer areas may be removed only after the birds have fledged. As such, the potential for direct and/or indirect impacts to nesting birds would be avoided, and the proposed project's impacts would less than significant.

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

Less Than Significant Impact. The County of Los Angeles' Oak Tree Ordinance (Title 22, Chapter 22.56, Part 16 of the Los Angeles County Code) establishes the regulations to preserve oak trees including permit requirements for the potential removal and encroachment of oak trees. Throughout the entirety of the project, the existing median is paved asphalt with no existing trees. No trees are anticipated to be permanently removed as part of the median improvements; however, the project will require repair of curb, gutter, and sidewalk due to damage from trees, resulting in the removal of 87 trees and replanting of those 87 trees along the project corridor. No oak trees would be removed, as part of the project. In accordance with standard best practices, access for construction machinery and materials necessary for project construction will be established to avoid damage to surrounding trees to the greatest extent practicable. Therefore, impacts would be less than significant.

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?

Less Than Significant Impact with Mitigation Incorporated. Los Angeles County identifies Significant Ecological Areas (SEAs) as officially designated areas that have irreplaceable biological resources. These areas represent the wide-ranging biodiversity of the County and contain some of the County's most important biological resources. The objective of the SEA program is to conserve genetic and physical diversity within Los Angeles County by designating biological resource areas that are capable of sustaining themselves into the future. The Puente Hills SEA at the western end of the BSA interconnects key habitat areas of native vegetation, naturalized vegetation or sparsely developed land. It serves to maintain exchange between plant and animal populations throughout the Puente Hills, the Chino Hills, and Santa Ana Mountains. The SEA represents the Los Angeles portion of a continuous series of natural open space within the Puente Hills and Chino Hills.

Though there are designated SEAs that cross the BSA, project improvements and activities will occur only within urbanized portions of Colima Road and will not directly impact SEA habitat. However, inadvertent

and indirect impacts could occur to SEA habitats, which could be significant. Best practices to avoid invasive plant dispersal will be specified in the landscape contract. Any fill materials required for construction will be obtained from a source certified as uncontaminated by seeds or pieces of stems and rhizomes capable of vegetative sprouting by invasive weeds. Prudent selection of necessary fill from weed-free sources will keep the project in compliance with the Executive Order 13112. In addition, MM-BIO-4 would be implemented to avoid the potential of inadvertent and indirect impacts to SEA habitat, reducing impacts to less than significant.

MM-BIO-4 **Significant Ecological Areas.** A qualified biologist shall delineate all areas designated as SEAs as ESAs. Prior to construction adjacent to ESAs, highly visible barriers (e.g., orange construction fencing) shall be installed adjacent to the project footprint to designate ESAs to be preserved in place. No grading or fill activity of any type shall be permitted within these ESAs. In addition, no construction activities, materials, or equipment shall be allowed within the ESAs. All construction equipment shall be operated in a manner to prevent accidental damage to nearby ESAs. No permanent or temporary structure of any kind, or incidental storage of equipment or supplies, shall be allowed within the ESAs.

3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

A cultural resources study was prepared for the project in August 2021. This cultural resources study was prepared in accordance with CEQA Guidelines Section 15064.5 for historical resources, 21083.2 for archaeological resources, and all applicable local guidelines and regulations. A memo for this project was previously prepared in 2016 in conformance with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and the associated implementing regulations (36 CFR Part 800) for historic properties. The 2016 memo documents the results of a California Historical Resource Information System (CHRIS) records search, background research, an intensive survey for cultural resources, AB 52 tribal consultation efforts and results and management recommendations. Both the 2016 and 2021 memorandums, as well as other relevant documentation, are included in Appendix D of this IS/MND and are herein incorporated by reference.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact. Areas where the proposed project left the Colima Road ROW were examined for impacts to historical resources as defined in §15064.5. The project proposes a 4.9-mile-long traffic congestion relief effort recommended by the Public Works Traffic & Lighting Division. The section of Colima Road ROW affected by this project begins at the eastern boundary of the City of Whittier, traveling east through the unincorporated Los Angeles County limits of Hacienda Heights, Rowland Heights, and City of Industry, and ending at Fullerton Road in Rowland Heights. The proposed road widening, as well as all other ancillary modifications and/or improvements, would take place within the existing Colima Road ROW. Permits to enter and temporary construction easements are required to reconstruct driveways, curb ramps, and construct necessary improvements to accommodate the road widening.

A Built Environment Focus Area was defined to encompass these areas where the proposed project left the Colima Road ROW and had potential to cause changes directly or indirectly in the character or use of historical resources. An intensive pedestrian survey for both archaeological and historic built environment resources was conducted for the Built Environment Focus Area on June 16, 2021, by a dual-qualified Dudek architectural historian/archaeologist. The survey was completed for all portions of the Built Environment Focus Area without restricted access. Given the developed nature of the project site, an intensive-level survey for archaeological resources was not warranted. On the date of survey, the architectural historian surveyed the Built Environment Focus Area, limited to the portion of the project site where the project leaves the public ROW and extends onto private property through an easement.

As a result of research and field observations, one property over 45 years in age was identified intersecting the Cultural Resources Study Area: the Puente Hills Mall (APNs 8265-004-115, 8265-004-116, 8265-004-117, 8265-004-118, 8265-004-119, 8265-004-120, 8265-004-121, 8265-004-041, 8265-004-040, 8265-004-039, and 8265-004-045). According to newspaper research, the Puente Hills Mall was designed in 1972 by Ernest W. Hahn, Inc. The company was a prolific mall developer from the 1950s through the 1980s throughout the United States, especially in Southern California. Puente Hills Mall was completed in 1975.

Certain types of projects, by nature, have little potential to affect historical resources. These types of projects are typically related to road construction, where potential effects either do not leave the ROW boundaries or have minimal impacts outside the ROW, such as curb re-construction, curb cuts and ramps, road cuts and ramps, and driveway reconstruction. Dudek reviewed the Project Description and Project Location, surveyed the Built Environment Focus Area, and noting current field conditions, concludes that there is no potential for the project, as proposed, to impact the Puente Hills Mall property. Because there would be no potential to impact the Puente Hills Mall for the project as currently proposed,

Results of the CHRIS records search identified one previously recorded historic-age property within the project area: The Southern California Edison Company (SCE) Mesa-Walnut 220 kV Transmission Line (P-19-190505). The portion of this resource that intersects the project site consists solely of overhead lines, and there are no ground features in the vicinity of the project site that need to be considered during project construction. Tinsley et al. (2010) evaluated the Mesa-Walnut 220 kV Transmission Line and determined that the resource does not appear eligible for inclusion on the California Register of Historic Resources (CRHR) or the NRHP. Therefore, the Mesa-Walnut 220 kV Transmission Line is not considered a historic resource for the purposes of CEQA.

There are no other potential historical resources in the project site based on cursory level research with the county assessor, South Central Coastal Information Center (SCCIC) Records Search, California Built Environment Resource Directory (BERD), or confirmed by a visual field check. Therefore, the project as proposed has no potential to impact historical resources pursuant to §15064.5.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact with Mitigation Incorporated. The CHRIS records search did not identify any archaeological resources of a prehistoric or historic nature within 0.25-mile of the project site despite twenty-seven (27) previous cultural resources studies being conducted within 0.25-mile radius of the project site. Of the 10 previously conducted cultural resources studies that intersect or are adjacent to the Project site, only one of these studies, LA-01766, discusses archaeological resources within the vicinity of the Project site. Report LA-01766 characterized a portion of Segment 4 near Peter F. Schabarum Regional Park as potentially attractive to prehistoric inhabitants given the presence of the San Jose Creek waterway within the study area. The study determined that although two isolated prehistoric handstones were identified during the survey, the study area was entirely disturbed by past construction, and the handstones were found out of context. The study stated that the area once had the potential to contain prehistoric sites, but any remaining potential has since been destroyed by development.

Proposed excavations associated with project construction are expected to extend from 18 to 24 inches below current grade during roadway improvements and to a maximum depth of 14 feet below grade for other improvements related to catch basin reconstruction, landscaping, pole relocations/upgrades, and utility relocation. Based on this information, it is possible that proposed excavations would occur within undisturbed native soils that have the potential to contain buried cultural deposits.

According to the review of historic topographic maps and aerial photographs, the project site has been utilized as a transportation corridor since at least 1896 and was entirely developed and surrounded by development by 1995. No archaeological resources were identified as a result of the field survey, however, given the developed nature of the project site, and since there was no substantial area of visible ground surface to inspect, results of the archaeological field survey are considered inconclusive.

Based upon the above factors, the project site is considered low sensitivity for the presence of archaeological resources within previously disturbed soils. However, it is still possible that unknown intact archaeological resources could be encountered subsurface during ground disturbing activities within native soils. Mitigation measures MM-CUL-1, MM-CUL-2 and MM-CUL-3 shall be implemented to avoid substantial adverse change in the significance of an unknown and inadvertently discovered archaeological resource, reducing impacts to less than significant.

MM-CUL-1 **Workers Environmental Awareness Training.** All construction personnel and monitors who are not trained archaeologists shall be briefed, by an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards, regarding inadvertent discoveries prior to the start of construction activities. An informational pamphlet and/or a presentation shall be prepared in order to ensure proper identification and treatment of inadvertent discoveries. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of archaeological materials that may be identified during construction of the project and explain the importance of and legal basis for the protection of significant archaeological resources.

Each worker shall also be instructed on the procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures may include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.

MM-CUL-2 **On Call Archaeological Monitoring.** A qualified archaeologist shall be retained and on-call to respond and address any inadvertent discoveries identified during initial excavation in native soil. Initial excavation is defined as initial construction-related earth moving of sediments from their place of original deposition. All work conducted would be overseen by an archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards. The archaeological principal investigator will preferably have experience working in the Los Angeles basin within both prehistoric and historic contexts of the Gabrieliño ancestral tribal territory. If monitoring is conducted, an archaeological monitoring report shall be prepared within 60 days following completion of ground disturbance and submitted to the County for review. This report shall document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the SCCIC.

MM-CUL-3 **Protocols in the Case of Inadvertent Discovery of Archaeological Resources.** In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 50 feet of the find shall immediately stop and a qualified archaeologist is notified immediately to assess the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, data recovery, or monitoring may be warranted.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact with Mitigation Incorporated. As previously discussed in Section 3.5(b) above, the project site is considered low sensitivity for the presence of archaeological resources and as such there is also low potential for encountering human remains. However, it is still possible that human remains could be encountered subsurface during ground disturbing activities within native soils. Mitigation measure MM-CUL-4 shall be implemented to avoid the inadvertent disturbance of human remains and if human remains are inadvertently discovered that they be treated properly in accordance with sections 5097.98 and 7050.5 of the California Health and Safety Code, reducing impacts to less than significant.

MM-CUL-4 **Protocols in the Case of Inadvertent Discovery of Human Remains.** In the event that human remains are encountered during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be notified within 24 hours of the discovery. 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, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the

deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The MLD would then determine, in consultation with the property owner, the disposition of the human remains.

3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

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. The primary energy consumed during construction would be associated with petroleum usage. Potential impacts were assessed for off-road equipment and on-road vehicle trips during construction, as provided by the RCEM outputs (see Appendix B). Heavy-duty equipment associated with construction would rely on diesel fuel, as would vendor (water) trucks and haul trucks. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel in gasoline-powered light-duty vehicles. Fuel consumption from construction equipment and vehicle trips was estimated by converting the total carbon dioxide (CO_2) emissions anticipated to be generated by the construction of the project to gallons using conversion factors for CO_2 to gallons of gasoline or diesel. The conversion factor for gasoline is 8.78 kilograms per metric ton (MT) CO_2 per gallon, and the conversion factor for diesel is 10.21 kilograms per MT CO_2 per gallon (The Climate Registry 2021). Appendix B lists the assumed equipment usage and vehicle trips for construction of each phase of the project development.

The estimated diesel fuel usage from construction equipment, haul trucks, and vendor trucks, as well as estimated gasoline fuel usage from worker vehicles is shown in Table 3.6-1.

Table 3.6-1. Project Construction Petroleum Demand

	Off-Road Equipment (Diesel)	Haul Trucks (Diesel)	Vendor Trucks (Diesel)	Worker Vehicles (Gasoline)
Phase	*Gallons*			
Construction	126,482.74	10,212.68	2,987.78	17,669.30
			Total Petroleum Consumed	**157,352.50**

Notes: See Appendix B for details.

As shown in Table 3.6-1, the project is estimated to consume approximately 157,353 gallons of petroleum during the construction phase. Notably, the project will be subject to CARB's In-Use Off-Road Diesel Vehicle Regulation that applies to certain off-road diesel engines, vehicles, or equipment greater than 25 horsepower. The regulation: (1) imposes limits on idling, requires a written idling policy, and requires a disclosure when selling vehicles, (2) requires all vehicles to be reported to CARB (using the Diesel Off-Road Online Reporting System) and labeled, (3) restricts the adding of older vehicles into fleets starting on January 1, 2014, and (4) requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). The fleet must either show that its fleet average index was less than or equal to the calculated fleet average target rate, or that the fleet has met the Best Achievable Control Technology (BACT) requirements.

In regard to long-term operations, the 2040 With Project scenario would result in less regional VMT than the 2020 No Project scenario (existing baseline). As such, the proposed project would not result in additional petroleum consumption.

Overall, because the project would not be unusual as compared to overall local and regional demand for energy resources and would not involve characteristics that require equipment or vehicles that would be less energy-efficient than at comparable sites in the region or state, the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operations and would have less than significant energy-related impacts.

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

Less Than Significant Impact. The proposed project would follow applicable energy standards and regulations during the construction phase. The proposed project would be constructed in accordance with all existing, applicable energy standard and regulations. Regarding long-term operations, the proposed project is included in SCAG's 2020-2045 RTP/SCS (SCAG 2020), which is a plan that would result in reduced regional VMT (and associated fuel/ energy use) in order to help meet GHG targets through integrated transportation, land use, housing, and environmental planning. Based on the foregoing, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts during construction and operation of the project would be less than significant.

3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

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? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The project is located in the southern most portion of the San Gabriel Valley, which is bound on the north by the San Gabriel Mountains, on the west by the Repetto and Merced Hills, on the south by the Puente Hills, and on the east by the San Jose Hills. Like all of Southern California, the project area and surrounding region(s) are subject to potential moderate to strong seismic ground shaking as a result of movement along major regional faults. The closest fault to the project site is the Whittier Fault, which bisects the project site and study area twice in the segments between Las Palmas Drive and Camino Del Sur (DOC 2021b).

The Alquist-Priolo Fault Zone associated with this fault is La Habra Fault Zone, which buffers the Whittier Fault (DOC 2021b). Project construction and operation would not increase or exacerbate the potential for fault rupture to occur. The project would contain no habitable structures or other structural development intended for human occupancy. Proposed work in this segment includes cold milling and replacing the existing asphalt median with asphalt rubber hot mix (ARHM) pavement and reconstruction of the left-turn pocket at Camino Del Sur. Excavation, where applicable, is expected at a maximum of 14 feet, and standard construction best practices and geotechnical design measures would be implemented during construction, consistent with County highway design standards. Standard site-specific geotechnical investigations would be conducted to inform design in relation to potential geotechnical hazards, as project design progresses. Given the nature of the proposed work as a whole, the project would not increase the existing risks pertaining to this known earthquake fault and impacts would be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The project is located in a seismically active area. Portions of the project bisect the Whittier Fault and are within the La Habra Fault Zone (DOC 2021a). Movement along major faults, as well as along buried blind thrust faults, can occur across the greater Los Angeles Area. These faults, as well as numerous other regional faults, are capable of producing moderate to large seismic events (earthquakes) that could affect the project site and study area. The intensity of ground shaking at any specific location within the region depends on the characteristics of the earthquakes, the distance from the earthquake epicenter, and the local geologic and soil conditions. All structural components of the project would be constructed to comply with seismic design requirements of Public Works for highways and roadway features. The project does not propose nor contain any habitable structures or other structural development intended for human occupancy. Per the project's preliminary environmental study and design, excavation is anticipated at a maximum of 14 feet in segments where median and/or curb reconstruction is planned. The proposed elements of the project, including shallow excavation and curb reconstruction, would meet existing structural integrity standards such that it would withstand the effects of seismic ground shaking. Standard site-specific geotechnical investigations would be conducted to inform design in relation to potential geotechnical hazards, as project design progresses. Therefore, the project would not expose people or buildings to increased adverse effects of seismic ground shaking and impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Ground failure is a secondary effect of ground shaking and can include landslides, liquefaction, lurching, and differential settlement. Liquefaction is the loss of soil strength due to seismic forces generating various types of ground failure. Liquefaction occurs when saturated and poorly consolidated granular material is shaken during an earthquake and is transformed into a fluid-like state. The majority of the project site and surrounding area is located within the La Habra Liquification Zone (DOC 2021b). These zones are areas of historical occurrence of liquefaction, or the known geological conditions indicate potential for ground displacement (DOC 2021b, 2021c). However, the project does not propose any landform alteration or grading and would only be improving existing roadway features. The project would contain no habitable structures or other structural development intended for human occupancy. In addition, the proposed project would comply with seismic and geotechnical design requirements of Public Works for highways and roadway features. Standard site-specific geotechnical investigations will be conducted to inform design in relation to potential geotechnical hazards, as project design

progresses. The development of the proposed project would not directly or indirectly cause or exacerbate adverse effects involving seismic-related ground failure, such as liquefaction. Impacts would be less than significant.

iv) **Landslides?**

Less Than Significant Impact. The project site is characterized by relatively flat or gently sloping terrain. The western end of the project area travels through hillsides and is located in the La Habra Landslide Zone (DOC 2021b). Earthquake-induced landslide zones are defined as areas where previous occurrence of landslide movement, or geologic conditions indicate the potential for ground displacement (DOC 2021b, 2021c). However, the project does not propose any landform alteration or grading and would only be improving existing roadway features. The project would contain no habitable structures or other structural development intended for human occupancy that would be located within or adjacent to identified landslide zones. In addition, the proposed project would comply with geotechnical design requirements of Public Works for highways and roadway features. Standard site-specific geotechnical investigations would be conducted to inform design in relation to potential geotechnical hazards, as project design progresses. Given the nature of the proposed work as a whole, the project would not pose additional threat to existing risks pertaining to landslides and impacts would be less than significant.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Proposed work includes roadway resurfacing, sidewalk/curb reconstruction and narrowing the existing median in some segments of Colima Road. Excavations within some of these segments are anticipated but would not exceed 14 feet in depth. The project does not propose any landform alteration or grading and would only be improving existing roadway features. Construction of the project would result in more than 1 acre of land disturbance; therefore, a site-specific SWPPP in accordance with the State Water Resources Control Board (SWRCB) Order No. 2009-0008-DWQ NPDES General Permit No. CAS00002 (Construction General Permit), amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ, will be prepared and implemented during project construction. One of the purposes of the SWPPP is to address potential pollutants and their sources, including sources of sediment and site erosion. Conditions of these existing regulations would include adherence to sediment and stormwater pollutant control BMPs, such as covering of exposed soil stockpiles, sediment barriers, storm drain protection, and various other measures designed to minimize potential for soil erosion and loss of topsoil. Once construction is complete, the project site would remain paved and actively maintained, including newly incorporated median and parkway landscaping, which would reduce the potential for soil erosion or loss of topsoil. Therefore, the project would not result in substantial soil erosion of the loss of topsoil and impacts would be less than significant.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact The project's potential impacts related to landslide and liquefaction were previously discussed above and are incorporated by reference. Lateral spreading is horizontal or lateral ground movement of relatively flat soil deposits towards a free face or slope such as an excavation, channel, or open body of water. Typically, lateral spreading is associated with liquefaction of one or more subsurface layers near the bottom of the exposed slope. The proposed project is located within an existing paved

roadway corridor and dedicated ROW and does not propose any landform alteration or grading. The project would only be improving existing roadway features and excavating to a maximum depth of 14 feet on existing paved or landscaped surfaces. The San Gabriel Valley, where the project area is located is not an area of historic or recent groundwater subsidence due to groundwater withdrawal (Luhdorff & Scalmanini Consulting Engineers 2014). Based on the relatively flat topography, project construction would not initiate a landslide or increase the potential for landslides to occur. In addition, and as previously referenced, the proposed project would comply with seismic and geotechnical design requirements of Public Works for highways and roadway features. Standard site-specific geotechnical investigations would be conducted to inform design in relation to potential geotechnical hazards, as project design progresses. Therefore, potential impacts associated with landslides, lateral spreading, liquefaction, collapse and subsidence would be less than significant.

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

Less Than Significant Impact. Expansive soils are clay-rich soils that shrink when dry and swell when wet. This change in volume can exert substantial pressure on buildings, roads, and other structures, resulting in structural distress and/or damage. The soils underlying the project site and surrounding area(s) are primarily composed of loam, clay, clay loam, and sandy loam, with a small section of the southwestern project is composed of clay atop bedrock (USDA 2021). While many of the project area's underlying soil complexes are relatively prone to expansion[9], the project would contain no habitable structures or other structural development intended for human occupancy such that substantial risk to life or property would occur. The existing project site is mostly paved, with some urban maintained landscaping. Proposed excavation work for the project would occur to a maximum depth of 14 feet on the existing paved ROW. Construction activities are not expected to involve substantial amount of water such that it could adversely affect expansive soil. Standard site-specific geotechnical investigations will be conducted to inform design in relation to potential geotechnical hazards, as project design progresses. Furthermore, project construction and operation would not increase or exacerbate the potential for soils to expand or contract. Therefore, impacts would be less than significant.

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 project does not include the use of septic tanks. No impact would occur.

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

Less Than Significant Impact with Mitigation Incorporated. The project extent along Colima Road is underlain by the following mapped geological units, with their corresponding sensitivity to contain paleontological resources:

- Tscs – Sycamore Canyon Formation, sandstone (high paleontological sensitivity)

[9] Soil complexes underlying the project area include Counterfeit-Urban land and Urban land-Sorrento-Arbolado which both have a shrink-swell class rating of "moderate" (USDA 2021). A short extent of the southwestern project area also lies atop Zaca-Apollo, warm complex, which has a shrink swell class rating of "high" (USDA 2021). Shrink-swell class is a measurement of a soil complexes' expansive potential. Therefore, a "moderate" shrink-swell class rating implies that the soil complex is moderately prone to expansion. According to the USDA's Nation Soil Survey Handbook (NSSH): "If the shrink-swell class is rated moderate to very high, shrinking and swelling can damage buildings, roads, and other structures" (USDA 2017).

- Tsc – Sycamore Canyon Formation, shale (high paleontological sensitivity)
- Tmy- Yorba Shale Member of the Monterey Formation (high paleontological sensitivity)
- Tfr – Fernando Formation (high paleontological sensitivity)
- Qoa- Older alluvium, characterized as elevated, dissected remnants of alluvial sand and gravel (moderate to high paleontological sensitivity)
- Qae- Older surficial sediments, characterized as slightly elevated and locally dissected alluvial gravel and sand (low to moderate paleontological sensitivity)
- Tmss- Soquel Sandstone Member of the Monterey Formation (high paleontological sensitivity)

Although the entirety of the project limits are heavily disturbed, intact paleontological resources may be present below these previously disturbed areas where older, paleontologically sensitive sediments are anticipated. If intact paleontological resources are located on site, ground-disturbing activities that can reach depths below existing underlying fill and disturbed soils associated with construction of the project, such as excavation of the medians and trenching for utilities, have the potential to destroy a unique paleontological resource or site. As such, the project area is considered to be potentially sensitive for paleontological resources at depth, the potential damage to paleontological resources during construction associated with the project is considered a potentially significant impact. Incorporation of mitigation measure MM-GEO-1, which requires retention of a qualified paleontologist if resources are encountered during construction, would reduce impacts to a level below significance. Therefore, impacts to paleontological resources would be less than significant with mitigation incorporated.

MM-GEO-1 In the event that paleontological resources (fossil remains) are exposed during construction activities for the project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist, as defined by the Society of Vertebrate Paleontology's guidelines, can assess the nature and importance of the find. Depending on the significance of the find, the paleontologist may record the find and allow work to continue or recommend salvage and recovery of the resource. All recommendations shall be made in accordance with the Society of Vertebrate Paleontology's guidelines and shall be subject to review and approval by the County. Work in the area of the find may only resume upon approval of a qualified paleontologist.

3.8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

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

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

Less Than Significant Impact. Climate change refers to any significant change in measures of climate (e.g., temperature, precipitation, or wind patterns) lasting for an extended period of time (i.e., decades or longer). Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and buildup of heat in the atmosphere near Earth's surface (the troposphere). The greenhouse effect is a natural process that contributes to regulating Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include CO_2, methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3) (see also 14 CCR 15364.5).[10] The three GHGs evaluated herein are CO_2, CH_4, and N_2O. Emissions of HFCs, PFCs, SF_6, and NF_3 are generally associated with industrial activities including the manufacturing of electrical components, heavy-duty air conditioning units, and insulation of electrical transmission equipment (substations, power lines, and switch gears.). Therefore, emissions of these GHGs were not evaluated or estimated in this analysis because the project would not include these activities or components and would not generate HFCs, PFCs, SF_6, and NF_3 in measurable quantities.

The Intergovernmental Panel on Climate Change (IPCC) developed the global warming potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO_2; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO_2 equivalent (CO_2e). This GHG emissions analysis assumed the GWP for CH_4 is 25 (i.e., emissions of 1 MT of CH_4 are equivalent to emissions of 25 MT of CO_2), and the GWP for N_2O is 298, based on the IPCC's Fourth Assessment Report (IPCC 2007).

Notably, Senate Bill (SB) 375 addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. SB 375 requires CARB to adopt regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035 and to update those targets every 8 years. SB 375 requires the state's 18 regional metropolitan planning organizations to prepare a SCS as part of their RTP that will demonstrate how the region will achieve the GHG reduction targets set by CARB. For SCAG, the State's initial mandated reductions were set at 8% by 2020 and 13% by 2035. In March 2018, CARB updated the SB 375 targets for SCAG to require 8% reduction by 2020 and a 19% reduction by 2035 in per-capita passenger vehicle GHG emissions. To that end, SCAG has developed Connect SoCal,

[10] Climate-forcing substances include GHGs and other substances such as black carbon and aerosols. This discussion focuses on the seven GHGs identified in California Health and Safety Code Section 38505; impacts associated with other climate-forcing substances are not evaluated herein.

the 2020–2045 RTP/SCS, which complies with CARB's updated emissions reduction targets and meets the requirements of SB 375. In addition, the plan anticipates a 25.7% decrease in time spent in traffic delay per capita and a 5% decrease in daily miles driven per capita from 2016 to 2045. The 2020–2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals, and charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura (SCAG 2020). The proposed project is included in the 2020-2045 RTP/SCS planned project list and is therefore consistent with the SCAG 2020-2045 RTP/SCS.

In regard to other GHG reduction plans, Los Angeles County adopted the *Unincorporated Los Angeles County Community Climate Action Plan* (County of Los Angeles 2015a) and has released the updated public review draft *Los Angeles County Climate Action Plan* (County of Los Angeles 2020). Both of these plans establish GHG reduction targets and identify a multi-sector mitigation and action strategy to achieve the targets. As a roadway improvement project to improve traffic congestion, these strategies would not be applicable to the proposed project. However, the project would result in fewer GHG emissions as compared to the existing baseline scenario.

The proposed project's potential impact with regard to climate change is evaluated herein solely on consistency with the GHG emission reduction plans. However, the proposed project's GHG emissions were also calculated and are presented below for informational purposes only.

As described in Section 3.3, Air Quality, the RCEM was used to estimate emissions from construction of the proposed project. Table 3.8-1 shows the estimated maximum daily construction emissions associated with the construction phase of the proposed project. Amortized construction GHG emissions represent total construction GHG emissions divided 30 years, which is the assumed project operational lifetime consistent with SCAQMD guidance (SCAQMD 2008b).

Table 3.8-1. Estimated Annual Construction GHG Emissions

Year	CO2	CH4	N2O	CO2e
	Metric Tons per Year			
Total Construction (2022-2023)	1,581.30	0.37	0.04	1,601.54
			Amortized Emissions (over 30 years)	**53.38**

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
See Appendix B for complete results.

For long-term mobile source emissions, CalEEMod 2020.4.0 was used based on the regional VMT for the existing baseline (2020 No Project) and buildout (2040 With Project) scenarios. Results are summarized in Table 3.8-2 and complete details of the emissions calculations are provided in Appendix B.

Table 3.8-2. Estimated Annual Construction GHG Emissions

Emission Source	CO_2	CH_4	N_2O	CO_2e
	Metric Tons per Year			
2040 With Project				
Mobile	18,418,694.63	1,278.04	768.75	18,679,732.83
2020 No Project (Existing Scenario)				
Mobile	27,711,533.91	1,781.58	1,204.63	28,115,052.66
Net Change in Emissions				
Net Change (2040 With Project – 2020 No Project)	(9,292,839.28)	(503.55)	(435.88)	(9,435,319.83)
Amortized Emissions (over 30 years)				*53.39*
Total net operational + amortized construction GHGs				(9,435,266.44)

Notes: CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent.
See Appendix B for complete results.

As shown in Table 3.8-2, the 2040 With Project scenario would result in reduced GHG emissions as compared to the 2020 No Project scenario.

Overall, since the proposed project would be consistent with the 2020-2045 RTP/SCS and the Los Angeles County 2015 (adopted) and draft (2020) climate action plans, the proposed project would not generate GHG emissions that may have a significant impact on the environment or conflict with an applicable plan, policy, or regulation for the purpose of reducing emissions of GHGs. This impact would be less than significant.

3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site that 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?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

An Initial Site Assessment (ISA) was completed by AECOM in February 2017 (Appendix E), which evaluated the potential for the presence of hazardous materials within the proposed project area. In accordance with Caltrans Standard Environmental Reference, Volume 1, Chapter 10: Hazardous Materials, Hazardous Waste, and Contamination, a Phase I ISA is valid up to 1 year and thereafter must be re-evaluated and updated as needed. As the referenced ISA was completed in 2017, it is no longer considered valid. Therefore, components of the ISA, including the regulatory records search, were re-evaluated in May 2021 for the purposes of this IS/MND. Findings of this revised search are discussed as applicable throughout this section.

The May 2021 environmental regulatory records search included the following:

- The SWRCB GeoTracker database, which manages information on sites that impact, or have the potential to impact, water quality in California.
- The Department of Toxic Substances Control EnviroStor database, which tracks cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination or sites where further investigation is warranted.
- The Cortese List data resources, compiled pursuant to Government Code Section 65962.5, including Leaking Underground Storage Tanks (LUST; identified in GeoTracker), hazardous waste and substances release sites (identified in EnviroStor database), solid waste disposal sites identified by SWRCB with waste constituents above hazardous waste levels outside the waste management unit, active Cease and Desist Orders and Cleanup and Abatement Orders from SWRCB, and hazardous waste facilities subject to corrective actions.

- California Geologic Energy Management Division (CalGEM) Well Finder database, which identifies oil and gas wells and other types of related facilities under jurisdiction of CalGEM.
- National Pipeline Mapping System, which shows information related to gas transmission and hazardous liquid pipelines, liquefied natural gas plants, and breakout tanks under Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) jurisdiction.

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. Relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, adhesive materials, grease, and solvents would be used during construction. These materials are not considered acutely hazardous and are used routinely for construction projects and structural improvements. Further, these materials would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Consequently, use of these materials for their intended purpose would not pose a significant risk to the public or environment. Once construction has been completed, fuels and other petroleum products would no longer remain within the work area. Operation of the proposed project would not vary from current use, which is a public ROW, and would not require the routine transport, use, storage, or disposal of hazardous substances for continued operation. It should be noted that, as a Major Highway, Colima Road is routinely traversed by vehicles carrying commonly used hazardous substances. However, the project would not alter, affect, or otherwise increase the use or transport of such materials. Impacts would be less than significant.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact with Mitigation Incorporated. Based on the findings of the ISA (Appendix E) and the May 2021 environmental regulatory records search, the following hazards were identified which could be impacted by the proposed project:

- Oil and gas pipelines, wells, and associated methane.
- Hazardous material release sites with contaminated media and active monitoring wells.
- Aerially deposited lead, lead chromate in traffic striping, and treated wood waste (TWW).

Operation of the proposed project would not change current use as a public ROW. Subsurface impacts, including oil and gas pipelines, wells, methane, and contaminated soil, soil vapor, and groundwater, would be paved over and not likely be encountered during operation. Lead-impacted materials and TWW would be removed during project construction. Remaining lead-impacted materials and TWW would be located within the project features (signposts, traffic striping) and would not likely be impacted by future project operation. Therefore, potential risks associated with the above-mentioned potentially hazardous materials would be limited to construction. Due to the linear nature of the project and various locations along the alignment, this discussion refers to the segment numbering outlined in Table 2-1.

Oil, Gas, and Methane

As discussed in Section 3.3.4 of the previously referenced ISA, no active oil wells were identified near the project limits or within the project area. Review of the California Geologic Energy Management Division

(CalGEM) Well Finder database (CalGEM 2021) identified multiple plugged oil and gas wells and one idle oil and gas well within the project study area, and the western tip of the project area extends into the Whittier Oil Field, south of Casino Drive. None of the wells are located within the project limits of work, nor, based on information available in the CalGEM database, are likely to be impacted by the proposed project. However, any excavation within proximity of an oil and gas well could release methane gas, creating an explosion hazard and could displace oxygen in excavations and trenches. While segments 1, 3, and 6 of the project site are located near these oil and gas features, construction adjacent to the Whittier Oil Field boundary would be restricted to resurfacing, which would only require a maximum excavation depth of two feet. The nearest proposed improvement requiring excavation at depth(s) that could potentially result in a significant impact would occur approximately 1,300 feet away from the oil field boundary[11]. Los Angeles County Building Code requires methane mitigation for buildings constructed within 300 feet of an oil and gas well, however, as the proposed project does not include structures, and any substantial excavation (e.g., excavation over two feet) would be well over 300 feet from the Whittier Oil Field boundary, the Los Angeles County methane mitigation requirements do not apply (County of Los Angeles 2021f). Nonetheless, because of the proposed project's immediate proximity to the Whittier Oil Field, the potential for a significant impact to occur related to methane release still exists. This warrants mitigation of any potential methane release resulting from project construction. As such, mitigation measure MM-HAZ-1 would be incorporated, which requires inclusion of methane monitoring and stop work procedures into all construction health and safety plans. MM-HAZ-1 would be implemented during excavation within 300 feet of an oil and gas well. These wells are shown on Figure 3.9-1.

MM-HAZ-1 **Methane Monitoring.** Methane monitoring and stop work procedures shall be in place in all on-site construction health and safety plans developed by the County and their contractor(s). Methane monitoring shall occur for all excavation activities greater than 4 feet in depth occurring within 300 feet of any oil and gas well (see Figure 3.9-1). At a minimum, a methane gas detector and oxygen meter shall be used to monitor for methane as well as oxygen content within the excavation. Stop work procedures shall be in place in the event methane is detected and/or oxygen levels drop below 19.5%, which is the minimum acceptable oxygen level established by Occupational Safety and Health Administration (OSHA). Methane concentrations shall not reach above the lower explosive limit (LEL) of 5% or the NIOSH 8-hour Threshold Limit Value of 1,000 parts per million (ppm).

One crude oil pipeline is located along the Colima Road ROW west of South Stimson Avenue. The pipeline, owned by SFPP, LP, runs parallel to Segment 1 and a portion of Segment 2. Excavation should not be required along the pipeline, with the exception of the water meter relocation at the northeast corner of Colima Road and Casino Drive, and excavation may be required for gutter improvements. Excavation and construction activities in the area near this pipeline have the potential to damage the pipeline, creating an accident condition that would release hazardous materials to the environment. In accordance with Public Works standard practices, the pipeline owner shall be consulted prior to commencement of construction or excavation activities which would encroach into the pipeline easement. Once the proposed project's construction contract bid and award process has been completed and the designated contractor(s) selected, said contractor(s) and the referenced pipeline owner will initiate coordination and determine appropriate setbacks, safety measures, and procedures that will be put in place to avoid conflict with the fuel pipeline in accordance with all applicable state and local regulations.

[11] The project does not propose construction of any buildings or habitable structures. The improvement referenced would involve excavation of a new traffic pole at the Camino Del Sure intersection.

Hazardous Material Releases

Sections 4.1.1 and 4.1.2 of the previously referenced ISA discusses environmental regulatory files for sites located on or within close proximity to the project area. These listings were reviewed and compared to present-day environmental listings identified in the databases listed at the beginning of this section. The following sites were determined to be a potential hazard to the proposed project:

- **Intersection of Colima Road and Punta Del Este Drive.** Three open, active LUST [leaking underground storage tank] sites are located at this intersection, which falls within Segment 2 of the proposed project. Former Suggs Mobil, 16404 Colima Road E; Former Humble Oil Company, 16407 Colima Road E; and Colima Plaza, 16403-15 Colima Road E. These sites are former gas stations, which have been redeveloped as commercial buildings. As discussed in the ISA, the groundwater beneath the Former Suggs Mobil contains petroleum hydrocarbons above regulatory cleanup levels, and the contamination plume extends northward across the project area to the Former Humble Oil and Colima Plaza sites. At least one monitoring well is located within the Colima Road ROW, which is part of the ongoing investigation. The most recent groundwater monitoring report (Stantec 2020) shows concentrations of petroleum hydrocarbons, benzene, methyl tert-butyl ether (MTBE), and tert-butyl alcohol (TBA) in groundwater on both the north and south sides of the Colima Road ROW. One monitoring well, MW-11, is located in the center of the Colima Road ROW, and multiple wells are adjacent to the ROW to the north and south. While MW-11 was not sampled during the 2019 groundwater monitoring event, previous sampling data from 2016 showed elevated concentrations of similar contaminants beneath the project site. These sites, and the associated monitoring wells, are shown on Figure 3.9-1. Minimum depth to water reported at these sites was approximately 10 feet below ground surface (bgs) (Stantec 2020).

Construction and excavation activities at this location have the potential to encounter contaminated soils and soil vapor. As discussed in the ISA, groundwater is not expected to be encountered during construction. However, groundwater depth has been documented at these cleanup sites as shallow as 10 feet bgs. Proposed construction activities within Segment 2 include addition of a bike lane, gutter and curb ramp improvements, and driveway and sidewalk reconstruction. While excavation in this area is not anticipated, should excavation occur and extend greater than 10 feet bgs, contaminated groundwater may be encountered. Construction and excavation in this area could cause an accidental release of contaminated soil, soil vapor, and/or groundwater.

To avoid upset and accident conditions by disturbance and release of contaminated media, Public Works will prepare a Health and Safety Plan (HSP), which will be completed and followed in accordance with Public Works standard practices. The HSP would address potential impacts in soil, soil vapor, and groundwater from releases on or near the project site. The HSP would include training procedures for identification of contamination and would describe procedures for assessment, characterization, management, disposal of hazardous constituents, materials, and wastes, and notifications in accordance with all applicable state and local regulations. Contaminated soils and/or groundwater would be managed and disposed of in accordance with local and state regulations. The HSP would include health and safety measures, which may include but are not limited to periodic work breathing zone monitoring and monitoring for volatile organic compounds in accordance with South Coast Air Quality Management District Rule 1166 (Volatile Organic Compound Emissions from Decontamination of Soil). Public Works or its designee would implement the HSP during construction activities for the proposed project.

In addition to contaminated media, the damage, destruction, or removal of environmental monitoring wells within the proposed project site without proper procedure or authorization would potentially release hazardous materials to the environment and could impact the ongoing investigation and cleanup of these sites. Proposed construction within Segment 2 could impact these monitoring wells, which could subsequently result in accidental release of hazardous materials. However, as is standard practice, Public Works would request that any monitoring wells on the project site be decommissioned and/or protected by the well owner prior to project implementation. In accordance with all applicable laws and regulations, a well decommissioning/protection plan will be prepared by the well owner for the management of monitoring wells on the project site. The plan would include well log(s), video log(s), lithology, water level, vulnerability to contamination, details or original construction, specification of materials to be used, cement formulations, placement of material, perforator and pressure sealing method, and calculations as to the volume of grout required to seal the casing and voids (County of Los Angeles 2021e). The plan will also require review and approval by the local Environmental Health inspector prior to implementation of any protection and/or decommissioning activities. After decommissioning/protection, a copy of a well completion report will be submitted by the well owner to the County of Los Angeles Department of Public Health, As such, monitoring wells within the project site will be adequately protected, abandoned, and/or relocated prior to any construction and/or excavation activities within Segment 2 of the project site, and impacts would be less than significant.

As noted in the ISA, residual soil and/or groundwater contamination may be encountered during construction and/or excavation activities at or near hazardous material release sites which have received regulatory closure. Hazardous material release sites identified in GeoTracker (LUST sites only, no adjacent cleanup sites identified on EnviroStor) adjacent to the project site that have received regulatory closure are shown on Figure 3.9-1. Additionally, soil contamination may be present around the crude oil pipeline that runs adjacent to the project site west of South Stimson Avenue. The HSP described above would include training procedures for identification of contamination during construction activities and would be implemented during construction and excavation activities in areas near these hazardous material release sites.

Lead, Asbestos, and Treated Wood Waste

As discussed in Section 5.6 of the ISA, aerially deposited lead (ADL) from vehicular emissions may be present along unpaved areas adjacent to the Colima Road ROW. Proposed construction activities include widening of the Colima Road ROW in sections of the project site, which may require excavation of unpaved areas. Should excavation of ADL contaminated soils occur without proper evaluation and controls, this may cause an upset accident condition due to release of lead-contaminated dust, worker contact with lead-contaminated soils, and possible transportation and relocation of lead-contaminated soils.

The ISA did not identify any buildings, structures, bridges, or overpasses located within the proposed project site that have the potential to contain asbestos or lead-based paint (Section 5.7 of the ISA).

Thermoplastic and yellow painted traffic striping were identified along the project site (Section 5.8 of the ISA) which typically contain lead chromate. Residues from removed traffic striping may contain lead and chrome levels above hazardous waste levels. Improper removal, handling, and disposal may create an accidental release of hazardous levels of lead and chrome waste.

TWW may be present in the project area and could include wooden signposts and guardrail posts (Section 5.11 of the ISA). TWW contains arsenic, chromium, copper, creosote, and pentachlorophenol, which are used to treat the wood to prevent insects and fungus. In accordance with Public Works standard practice, prior to construction and excavation activities, a hazardous materials plan will be prepared and implemented for the project site that would expose and identify any existing hazardous materials, including ADL, lead chromate traffic striping, and/or TWW. Should any hazardous materials be identified as a result of this investigation study, the unmitigated presence of these materials and/or the improper handling, transport, and disposal of these materials, could cause a significant impact. In order to address this, the project shall incorporate MM-HAZ-2, detailed below, which requires that, in the event that any hazardous materials are uncovered on project site, a hazardous materials abatement plan shall be prepared. The abatement plan shall be required to identify and follow all applicable federal, state and/or local regulations detailing the handling, transport, and/or disposal of hazardous materials, including ADL, lead chromate traffic striping, and/or TWW.

MM-HAZ-2 **Hazardous Materials Abatement Plan.** Should any hazardous materials be discovered as a result of the County's hazardous materials study, including discovery of aerially deposited lead, lead chromate traffic striping, and/or treated wood waste, a hazardous materials abatement plan shall be prepared. The required abatement plan shall include detailed requirements regarding the handling, transportation, and/or disposal of all identified hazardous materials/wastes and shall ensure compliance with all applicable federal state, and local regulations governing these activities. Any resulting handling, transport, and disposal regulations that may be identified shall be subsequently be reviewed and approved by the County.

As discussed in Section 3.9(a), hazardous materials used during construction of the proposed project would be relatively small and would not be acutely hazardous. Should quantities of hazardous materials be stored within the project site during construction, such as diesel fuel or oils, secondary containment would be used and spill kits with adequate response volume would be maintained in the materials storage area. Therefore, the potential for upset or accident condition due to a release of hazardous materials used during site construction would be low. With implementation mitigation measures HAZ-1 and HAZ-2, together with incorporation of standard best practices, potential impacts to the public or environment from reasonably foreseeable upset/accident conditions due to hazardous materials located within the project site would be less than significant with mitigation incorporated.

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 with Mitigation Incorporated. There are two existing K-12 schools and no proposed schools located within one-quarter mile of the proposed project (CSCD 2021; CDE 2021), Los Molinos Elementary at 3112 Las Marias Avenue, and Grazide Elementary at 2850 Leopold Avenue. As discussed in Section 3.9(a), project construction would involve relatively small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, grease, adhesive materials, and solvents. In the event of an accidental release of fuels, oils, lubricants, or other hazardous materials associated with construction, hazardous emissions could occur within a quarter mile of a school. However, all spills would be quickly contained and cleaned up pursuant to federal, state, and local laws. Potential effects would only occur during construction activities, which would be temporary and localized. Hazardous substances would be transported and handled in accordance with all federal, state, and local laws regulating the management and use of hazardous materials. Use of these materials for their intended

purpose and in accordance with applicable safety laws would not pose a significant risk to nearby schools. As discussed in Section 3.9(b), implementation of MM-HAZ-1 and MM-HAZ-2, together with standard best practices and applicable regulations, would prevent upset or accident conditions involving the release of hazardous materials during construction of the proposed project. Operation of the proposed project would be use as a public ROW and would not change the current land use. Operation of the proposed project would not require the use, storage, or disposal of hazardous substances. Impacts would therefore be less than significant with mitigation incorporated.

d) Would the project be located on a site that 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. The environmental regulatory database search conducted as part of the ISA and as part of this CEQA document included a search of Cortese List databases. Eleven LUST sites were identified adjacent to the proposed project and are shown on Figure 3.9-1. As discussed in Section 3.9(b), known and potential impacts associated with these sites include contaminated soil, soil vapor, and groundwater. However, an HSP would be prepared and implemented in accordance with Public Works standard best practices and monitoring wells would be managed as described in Section 3(b). This would ensure that any impacts associated with the LUST sites identified in Figure 3.9-1 would be less than significant

Operation of the proposed project would be use as a public ROW and would not change the current use. Subsurface impacts associated with these Cortese List sites would be paved over and not be encountered during operation. Therefore, potential risks associated with hazardous materials sites would be limited to the construction phase and would remain less than significant.

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 proposed project is not located within an airport land use plan, nor is it located within two miles of a public use airport. Therefore, no impacts would occur which would result in a safety hazard or excessive noise for people residing or working in the project area.

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

Less Than Significant Impact. Los Angeles County's Office of Emergency Preparedness is responsible for organizing emergency preparedness, response, and evacuation plans. In addition, the County designates disaster routes (County of Los Angeles 2012). The disaster route map for the project area identifies Colima Road, including the project site, as a secondary disaster route. Pomona Freeway to the north is the primary disaster route. No complete road closures of Colima Road would occur during construction activities. As discussed further in Section 3.15, Public Services, and Section 3.17, Transportation, construction is planned for 22 months, and may require the temporary closure of travel lanes, potentially affecting traffic flow and emergency services response time. Temporary lane closures would occur at varying intervals along Colima Road. However, traffic control would be implemented to ensure adequate access and passage of emergency vehicles along Colima Road and adjacent properties would be maintained at all times during

construction. Therefore, response and access for emergency services providers would not be substantially altered during the temporary construction period. As such, impacts would be less than significant.

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

Less Than Significant Impact. Portions of the project site are located within or border a Very High Fire Hazard Severity Zone (VHFHSZ; CAL FIRE 2021a). Project activities would not involve the construction or operation of habitable structures in wildland areas or promote new development in wildland areas. However, project activities have the potential to increase the risks associated with wildfire due to the presence of construction equipment on or near the natural areas, especially In Segment 1, including leaks from heavy equipment, the use of flammable liquids, and presence of combustion engines, among others.

In order to minimize wildland fire related risks, a Construction Fire Protection Plan (CFPP) will be prepared in accordance with all applicable statutes and regulations and Public Works standard practices. Prior to the issuance of construction and/or grading permits, Public Works, or other responsible party, will obtain the necessary approvals from and will comply with any additional conditions imposed by Los Angeles County Fire Department (LACFD), including but not limited to those from the Planning Division, Land Development Unit, Forestry Division, and/or Fuel Modification Unit. The LACFD conditions would be imposed concurrently with implementation of the CFPP, and would address the following fire risk reduction measures:

- Construction personnel training in fire prevention and suppression methods, initial attack firefighting, and fire reporting.
- A fire prevention discussion at each morning's construction safety meeting.
- Procedures for minimizing potential ignition, including, but not limited to, proper management of hazardous materials, removal of combustible materials (e.g., vegetation, construction debris), parking requirements/restrictions, idling restrictions, smoking restrictions, proper use of gas-powered equipment, use of spark arrestors, procedures and restrictions for "hot work" operations, and timing of vegetation treatment or maintenance. Where necessary, vegetation management or clearing necessary to mitigate fire risk shall supersede other measures for vegetation protection and avoidance.
- Work restrictions during Red Flag Warnings and High to Extreme Fire Danger days, or when a public announcement of hazardous fire conditions has been declared.
- Identification of emergency fire apparatus and fire suppression tools/equipment, including but not limited to a shovel and backpack pumps.
- Water sources, including water storage tanks or water trucks that would be used in case of a fire.
- Emergency communication, response, and reporting procedures.
- Emergency notification, evacuation, and/or relocation of all persons on site, maintenance of emergency access, and identification of exit routes and assembly areas.
- Coordination with local fire agencies to facilitate emergency access through the project site.
- Emergency contact information.
- Compliance with applicable wildland fire management plans and policies established by state and local agencies.

- Personnel assigned to conduct a "fire watch" or "fire patrol" to ensure that risk mitigation and fire preparedness measures are implemented, fires are immediately reported, and coordination with emergency response personnel in the event of a fire is conducted.
- Other information as required by the LACFD and other responsible and consulted agencies.

Finally, as the project is improving an existing roadway, the risk from a wildland fire under existing operational conditions is already known and would neither directly nor indirectly be further exacerbated by the project's operational conditions. Due to Public Work's s standard practice implementation of the CFPP and integration of LACFD required conditions, impacts involving wildland fire hazards would remain less than significant.

3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
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;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	☐	☐	☒	☐
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	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. A significant impact would occur if the proposed project would discharge water that did not meet the water quality standards established by the SWRCB National Pollutant Discharge Elimination System (NPDES) and waste discharge requirement permit programs, and the Los Angeles Regional Water Quality Control Board's Los Angeles Region Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (LARWQCB 2020). BMPs would be implemented during construction pursuant to the California State Water Resources Control Board Water Quality Order No. 99-08-DWQ (General Construction Permit) through the preparation of a SWPPP. The SWPPP will be prepared consistent with the SWRCB Order No. 2009-0008-DWQ NPDES General Permit No. CAS00002 (Construction General Permit), amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ, and implemented during project construction. BMPs include scheduling of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the discharge of pollutants to waters of the United States. BMPs also include treatment requirements, operating procedures, and practice to control site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage (SWRCB 2009). Through implementation of a SWPPP and stormwater BMPs, the potential for polluted runoff associated with construction activities would be minimized. During operation, the proposed project would comply with the latest Public Works LID Standards Manual (County of Los Angeles 2014). The LID Standards Manual provides guidance for the implementation of stormwater quality control measures in new projects with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges (County of Los Angeles 2014). Therefore, the proposed project would not violate any water quality standard or waste discharge requirement during construction and operation. As such, impacts to water quality standards would be less than significant.

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?

Less Than Significant Impact. The project is currently developed as a major roadway consisting of impervious surfaces throughout the project extent along Colima Road. Project implementation resulting in changes in median width to accommodate additional travel lanes and changes to existing curbs, sidewalks, gutters, and driveways would not result in substantial changes from the existing paved surface areas. New trees and landscaping within the existing concrete median and sidewalk would result in an increase in pervious surfaces, allowing for additional infiltration compared to the existing conditions. As such, the project would not substantially interfere with stormwater infiltration or groundwater recharge. Additionally, the project would not require the use of groundwater for any construction or operational water needs. Any water use required as part of construction activities would be obtained from other public or private sources

(e.g., mobile water trucks). The existing conditions of the project site are paved surfaces or actively maintained as landscaping. Conditions would remain the same after project implementation. Additionally, there are no active wells within the vicinity of the project that could otherwise be affected by project implementation (County of Los Angeles 2021a). As such, the project would not significantly change groundwater quantities or result in substantial losses to groundwater recharge capability, and impacts would be less than significant.

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;

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;

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

iv) impede or redirect flood flows?

Less Than Significant Impact. The project would maintain the existing drainage pattern of Colima Road. The project would not alter any natural waterways or drainages. The project would not result in a net increase of impervious surfaces; rather it would introduce additional landscaping along the extent of Colima Road affected by the project. The roadway improvements associated with the implementation of the project would be negligible in terms of changes to the existing drainage pattern and would not cause a substantial change in the volume of surface runoff, introduce a new substantial source of polluted run-off, or cause an increase in flooding. The project would result in more than 1 acre of land disturbance; therefore, a site-specific SWPPP, as referenced previously, will be prepared and implemented during project construction. Implementation of the SWPPP and BMPs would maintain the existing level of runoff from the project site and would reduce sediment and pollutant runoff. During operation, Colima Road would operate similar to existing conditions, with storm drainage systems sized to adequately handle stormwater flows consistent with Public Works design standards. The project hardscape and proposed landscaping would reduce potential for erosion during operation. Additionally, the project would continue operation of Colima Road similar to existing conditions; it would not introduce structures that could alter, impede, or redirect flood flows. Therefore, impacts associated with drainage patterns would be less than significant.

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

Less Than Significant Impact. The project is not susceptible to seiche or tsunami due to its distance from the ocean and other water bodies. A small portion of the project site east of Azusa Avenue has been identified by the Federal Emergency Management Agency (FEMA) as being an area of undetermined flood risk (Zone D) (County of Los Angeles 2021c). This means that no flood-hazard analysis has been conducted in these areas, but a flood risk still exists (County of Los Angeles 2021d). However, as mentioned in Section 3.9, while small amounts of commonly used hazardous substances such as gasoline, diesel fuel, lubricating oil, adhesive materials, grease, and solvents would be used during construction, these materials are not considered acutely hazardous. Implementation of a SWPPP and construction BMPs would control for

accidental pollutant release during construction. Operation of the proposed project would not change from its current use, which is a public ROW, and would not require the routine transport, use, storage or disposal of hazardous substances for continued operation. Given the nature of the proposed project, the implementation of the project would not lead to an increased risk of release of pollutants due to project inundation. Impacts would be less than significant.

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 Los Angeles Regional Water Quality Control Board Basin Plan (Basin Plan) is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters and includes the project site. As discussed previously, implementation of the project specific SWPPP, construction and operational BMPs, and LID requirements would control for pollutant discharge into receiving water bodies using best available control technologies. As such the project would not conflict with or obstruct implementation of the Basin Plan. The proposed storm drain improvements would involve in-kind replacements or improvements to existing features and would also be compliant with existing standards guiding water quality. As discussed previously, the proposed project would not substantially interfere with groundwater recharge or supplies and as a result would not impact a groundwater sustainability plan. Therefore, as the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management, impacts would be less than significant.

3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☒	☐

a) Would the project physically divide an established community?

No Impact. The project study area includes a portion of City of Whittier, Los Angeles County (unincorporated cities of Hacienda Heights and Rowland Heights), and City of Industry. Land use designations vary by city and unincorporated area along Colima Road, and are as follows:

- **City of Whittier:** Open Space (City of Whittier 2021)

- **Hacienda Heights (Unincorporated County of Los Angeles):** Single family and Multi-family Residential, Commercial, Public Utilities Facilities, Open Space and Recreation (County of Los Angeles 2021b)
- **Unincorporated Rowland Heights:** Single family and Multi-family Residential, Commercial, Urban, Open Space and Recreation (County of Los Angeles 2021b)
- **City of Industry:** Commercial (City of Industry 2015)

The vast majority of the land use along the length of the study area is designated as single family and multi-family residential. The proposed project would not include the construction of any buildings, roads, or other infrastructure that would physically divide an established community, nor would the project impede access between existing neighborhoods and other areas of the City by creating physical barriers. Rather, the proposed project would improve the existing roadway and would not convert existing land uses. Permits to Enter associated with temporary implementation activities during the project's construction phase would maintain access to adjacent properties for the duration of construction. Therefore, the proposed project would not physically divide an established community and no impact would occur.

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

Less Than Significant Impact. The project limits include portions of unincorporated Hacienda Heights and Rowland Heights, and the City of Industry. As such, the following plans were considered in the context of the proposed project:

- County of Los Angeles 2035 General Plan (2015)
  - Hacienda Heights Community Plan (2011)
  - Rowland Heights Community Plan (1981)
- Industry General Plan (2014)

The project would not affect, alter, or change existing or planned land uses across any portion of the project study area, as it would be limited to the existing right of way and no zoning, land use, or General Plan changes are required. The project, consisting of improvements to an existing major roadway, would not impede implementation of general and community plans within Los Angeles County, unincorporated Hacienda Heights and Rowland Heights, and the City of Industry. The proposed Class II Bike Lane in various project segments is consistent with the County of Los Angeles 2035 General Plan goal to improve the safety and accessibility for cyclists in communities. Therefore, impacts would be less than significant.

3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

No Impact. The project site is fully developed and paved under existing conditions, and, as such, does not support any mineral or oil and natural gas extraction activities, however, the surrounding area is known to be rich in gas and oil wells. A review of the California Department of Conservation Geologic Energy Management Division (DOC CalGEM) well finder map identifies a number of idle, buried, and inactive wells spread along Colima Road. There are a number of oil and gas fields within the vicinity of the project area, two of which are active and located to the south of the project area. The following active fields are located closest to the project site:

- **Whittier**—Located south and adjacent to the City of Whittier/Hacienda Blvd. segment
- **Sansinena**—Approximately 800 feet south of the City of Whittier/Hacienda Blvd. segment

The majority of wells within the Whitter oil field closest to the project alignment are idle or plugged. However, while a number of wells within the Sansinena oil field are active, these wells are located at a minimum of one mile from the project site. There are also several idle wells located outside of active oil and gas fields, but within a mile the project site. These idle wells have been identified, as follows:

- **Anchor Petroleum Co.**—Approximately 0.35 miles northeast of the City of Whittier/Hacienda Blvd. segment and slightly east of Ilopango Drive
- **Rucker and Croul**—Approximately 0.8 miles south of the Stoner Creek Road/Larkvane Road segment on Cuatro Drive

Per the State Mining and Geology Board's classifications, the project site is not classified as a Mineral Resource Zone (MRZ), and there are no MRZs within or adjacent to the general project vicinity (County of Los Angeles 2015b). No mining operations are currently ongoing within the project area or vicinity. Given the nature of the proposed project and the project's relative distances from existing known mineral resources or oil and/gas extraction activities, no impact to these resources is anticipated.

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

No Impact. As previously discussed in Section 3.12(a), the project study area is highly developed under existing conditions, and, as such, does not support any mineral or oil and natural gas extraction activities. Any active oil and/or gas wells are located at a minimum of one mile from project alignment. Per the State Mining and Geology Board's classifications, the project site is not classified as a Mineral Resource Zone (MRZ), and there are no MRZs within or adjacent to the general project vicinity (County of Los Angeles 2015b). As such, the proposed project would not result in the loss of availability of locally important mineral resource recovery site delineated on applicable general, specific, and land use plans. No impact would occur.

3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE – Would the project result in:				
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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

This section is based on a noise report prepared for the project by Dudek. The noise report is included as Appendix F to this IS/MND.

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. Construction noise and vibration are temporary phenomena. Construction noise and vibration levels vary from hour to hour and day to day, depending on the equipment in use, the operations being performed, and the distance between the source and receptor.

Construction of the project is anticipated to last approximately 22 months. The major construction activities for the proposed project would consist of grubbing/land-clearing, grading/excavation, drainage/utilities/ subgrade, and paving. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors to the project site are residences located as close as 20 feet from the project alignment. Because of the linear nature of the project, the amount of time that construction work would occur immediately adjacent to any one noise-sensitive receiver would generally be relatively brief.

Construction noise is difficult to quantify because of the many variables involved, including the specific equipment types, size of equipment used, percentage of time each piece is in operation, condition of each piece of equipment, and the number of pieces that would operate on the project site. The typical maximum noise levels for various pieces of construction equipment at a distance of 50 feet are presented in Table 3.13-1. Note that the equipment noise levels presented in Table 3.13-1 are maximum noise levels. Typically, construction equipment operates in alternating cycles of full power and low power, producing average noise levels less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of construction activities during that time.

Table 3.13-1. Construction Equipment Maximum Noise Levels

Equipment	Typical Sound Level (dBA) 50 Feet from Source
Air compressor	81
Backhoe	80
Compactor	82
Concrete mixer	85
Concrete pump	82
Concrete vibrator	76
Crane, mobile	83
Dozer	85
Generator	81
Grader	85
Impact wrench	85
Jackhammer	88
Loader	85
Paver	89
Pneumatic tool	85
Pump	76
Roller	74
Saw	76
Truck	88

Source: FTA 2018.

The maximum noise levels at 50 feet for typical construction equipment would range up to 89 dBA for the type of equipment normally used for this type of construction project, although the hourly noise levels would vary. Construction noise in a well-defined area typically attenuates at approximately 6 dBA per doubling of distance.

Using the FHWA's RCNM construction noise model (FHWA 2008) and construction information (types and number of construction equipment by phase) developed for the Air Quality/Greenhouse Gas impacts analysis, construction noise levels were assessed at two distances for each project phase. One represents the anticipated construction noise that may be experienced at the nearest sensitive receptor (residences adjacent to the project site). The second represents anticipated construction noise that may be experienced within the general vicinity of construction. Table 3.13-2 summarizes these estimated construction noise levels. The input and output construction noise files are provided in Appendix F.

Table 3.13-2. Construction Noise Model Results Summary (dBA L_{eq})

Construction Phase	Construction Noise Level at Nearest Sensitive Receptor *20 feet*	Construction Noise Level in the Vicinity *250 feet*
Grubbing/Land Clearing	88.7	70.8
Grading/Excavation	89.7	76
Drainage/Utilities/Subgrade	86.8	74.4
Grubbing/Land Clearing	84.1	70.9

Source: Appendix F.
Notes: dBA = A-weighted decibel; L_{eq} = equivalent continuous sound level.

As presented in Table 3.13-2, the highest noise levels (89–90 dBA L_{eq}) are predicted to occur during grubbing/land clearing and grading/excavation activities when construction takes place in proximity to the nearest sensitive receivers. More typically, when construction takes place in the vicinity but not directly adjacent, construction noise is estimated to range from approximately 71 to 76 dBA L_{eq}. Nearby noise-sensitive land uses would be exposed to elevated noise from project construction; based on Table 3.13-3, ambient daytime noise levels at these locations ranged from 58 to 69 dBA L_{eq}. Because it is a linear project, the noise from construction would be relatively short-term and intermittent at any one sensitive receiver location throughout the construction timeframe and would cease upon project construction. It is anticipated that construction activities associated with the proposed project would take place within the permitted hours of construction (7:00 a.m. to 7:00 p.m. Monday through Saturday), and would not take place on Sundays or federal holidays, in accordance with construction noise regulations set forth in the Los Angeles County's Noise Control Ordinance. While the proposed project would be considered exempt from the Los Angeles County Noise Control Ordinance, as described above, Public Works would minimize construction noise to the extent practicable.

Table 3.13-3. Noise Measurement Results Summary (dBA)

Receiver Location	Measurement Time	Duration (Minutes)	Dominant Noise Source	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}
ST1	9:40 a.m.	10	Colima Road	59.9	71.1	48.2	51.8	58.1	63.1
ST2	10:00 a.m.	10	Colima Road	60.1	66.1	44.7	50.2	58	64.2
ST3	11:33 a.m.	10	Colima Road	57.6	64.9	45.8	50.4	56.9	60.6
ST4	10:20 a.m.	10	Colima Road	64.5	70	51.6	57.4	63.8	67.3

Table 3.13-3. Noise Measurement Results Summary (dBA)

Receiver Location	Measurement Time	Duration (Minutes)	Dominant Noise Source	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}
ST5	10:50 a.m.	10	Colima Road	60.4	75.3	48.7	51.4	56.5	61.9
ST6	11:05 a.m.	10	Colima Road	68.9	76.1	53.3	57	67.4	72.4

Source: Appendix F.
Notes: L_{eq} = equivalent continuous sound level (time-averaged sound level); L_{max} = maximum sound level during the measurement interval; L_{xx} is the level exceeded xx percent of the time measured; dBA = A-weighted decibels; ST = short-term noise measurement locations.

Construction noise levels would be higher than the existing ambient noise levels and could be considered potentially annoying at times. However, Public Works would include standard noise control BMPs in the contract for the project's construction contractor. These specifications would ensure that construction noise would be reduced to the maximum extent practical. These construction BMPs would include the following:

1. Construction activities would not occur between the hours of 7:00 p.m. and 7:00 a.m. Monday through Saturday, and construction would not occur on Sundays or federal holidays.
2. Pumps and associated equipment (e.g., portable generators, etc.) would be shielded from sensitive uses using local temporary noise barriers or enclosures or would otherwise be designed or configured so as to minimize noise at nearby noise-sensitive receivers.
3. Construction, including staging of construction equipment, would take place as far as is practicable from noise- or vibration-sensitive land uses, which consist of the residences located to the west of the project site, a preschool located to the west of the project site, and a church located to the west of the project site.
4. All noise-producing equipment and vehicles using internal combustion engines would be equipped with mufflers; air-inlet silencers where appropriate; and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specification. Mobile or fixed "package" equipment (e.g., arc-welders, air compressors) would be equipped with shrouds and noise control features that are readily available for that type of equipment.
5. All mobile or fixed noise-producing equipment used for the project that are regulated for noise output by a local, state, or federal agency would be in compliance with regulations.
6. Idling equipment would be kept to a minimum and moved as far as practicable from noise-sensitive land uses.
7. Electrically powered equipment would be used instead of pneumatic or internal combustion powered equipment, where feasible.
8. Mobile equipment staging, parking, and maintenance areas would be located as far as practicable from noise-sensitive receptors.
9. The use of noise-producing signals, including horns, whistles, alarms, and bells, would be used for safety warning purposes only.
10. Effective communication with adjacent noise-sensitive land uses shall be maintained prior to and during construction. Specifically, Public Works, shall inform residents, schools, and churches

adjacent to the project alignment. Additionally, adjacent noise-sensitive receivers shall be provided contact information for noise- or vibration-related complaints.

The effectiveness of the construction BMPs listed above would vary from several decibels (which in general is a relatively small change) to 10 decibels (dB) or more (which would be perceived as a substantial change). The range of effectiveness would vary based on the equipment in use, the original condition of the equipment, the specific location of the noise source and receiver, etc. Installation of a temporary noise barrier, for example, would vary in effectiveness depending upon the degree to which the line-of-sight between the source and receiver is broken. The noise reduction achieved by a barrier typically ranges from 5 dB to 10 dB. The noise reduction achieved by equipment silencers would range from several decibels to well over 10 dB. Limiting equipment idling could reduce overall noise levels up to several decibels. However, in conjunction, the BMPs would result in a substantial decrease in construction noise.

Upon compliance with the BMPs listed above, impacts would be less than significant.

Off-Site Roadway Construction Noise

The project would result in local, short-term increases in roadway noise as a result of construction traffic. Based on information developed as part of the project's air quality/greenhouse gas analysis, project-related traffic would include workers commuting to and from the project site, soil hauling trucks bringing or removing excavated soils to or from the project site; and asphalt hauling trucks. Estimated construction worker estimates and haul truck trips are summarized in Table 3.13-4.

Table 3.13-4. Estimated Off-Site Construction Vehicle Trips

Construction Phase	Worker Trips	Soil Hauling Trip	Asphalt Hauling Trips
Grubbing/Land Clearing	34	1	1
Grading/Excavation	64	5	1
Drainage/Utilities/Subgrade	50	2	2
Grubbing/Land Clearing	44	1	2

Source: Appendix B.

Based on a review of average daily traffic volumes (ADT) provided by the project's transportation analysts, Colima Road currently carries between approximately 30,562 vehicles per day (from Hacienda Boulevard to Stimson Avenue), and approximately 39,425 vehicles per day (from Camino del Sur to Hacienda Boulevard). Comparing the maximum number of construction-related trips (64 worker trips and 6 haul truck trips, during grading and excavation) to the lower range of ADT volumes (30,562), the additional vehicle trips would amount to an increase of less than 0.25%. Based upon the fundamentals of acoustics, a doubling (i.e., a 100% increase) would be needed to result in a 3 dB increase in noise levels, which is the level corresponding to an audible change to the typical human listener. Individual truck pass-bys would be clearly audible (although even these would be relatively few in number); nonetheless, the change in the traffic noise level on an hourly average basis would be negligible. An incremental increase of 0.25% would not correspond to an audible or a measurable increase, and thus would be less than significant. Therefore, traffic related to construction activities would not result in 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. Impacts from project-related construction traffic noise would be less than significant and no mitigation is required.

Long-Term Operational Noise

Camino del Sur to Halliburton Road

Based upon information provided by the project's transportation engineers (Appendix G), and as summarized in Table 3.13-5, the proposed project would result in relatively small increases (ranging from 0.6% to 7.6%) in traffic volumes along the project alignment west of Halliburton Road (Camino del Sur to Halliburton Road). In addition, this segment of the project alignment would not be modified to increase the number of traffic lanes, and traffic would not be moved nearer to adjacent noise-sensitive receivers.

The potential noise increase from the additional project-related vehicle trips was estimated using the following formula (Beranek and Ver 1992):

$$delta = 10*Log(V2/V1),$$

in which delta is the change (in decibels) in the traffic noise level, V2 is the new traffic volume (Colima Road from Hacienda to Stimson with project, for example), and V1 is the reference traffic volume (Colima Road from Hacienda to Stimson without the project, for example).

Using this formula and the traffic data referenced above, the increases or decreases in traffic noise were calculated for Colima Road from Camino del Sur to Halliburton Road. As shown in Table 3.13-6, the increase in noise levels from project-related traffic would be approximately 0.3 dB or less. In the context of community noise (i.e., outside of a listening lab or other controlled environment), a change in noise level of 1 dB or less is not audible. Furthermore, the increase would be well below the threshold of significance of 3 dB and would not cause any given location to exceed 65 dBA CNEL. Therefore, long-term noise impacts along the segment of the project from Camino del Sur to Halliburton Road would be less than significant and no mitigation is required.

Halliburton Road to Fullerton Road

Traffic noise for the eastern portion of the project alignment (between Halliburton Road and Fullerton Road) was analyzed using the TNM model along with topographical data, traffic volume data from the project's Traffic Impacts Analysis (shown in Table 3.13-5) and design plan information. As shown in Table 3.13-5, the proposed project is estimated to result in increases in traffic volumes along Colima Road in this portion of the project ranging from 10.3% to 24%, depending upon the roadway segment. This is also the portion of the project alignment that would be modified to accommodate six traffic lanes (three lanes in each direction). The resulting change in roadway geometry would bring traffic lanes slightly closer (by up to 3 feet) to adjacent noise-sensitive receivers than occurs in the existing condition. These changes were accounted for in the TNM modeling.

Table 3.13-5. Average Daily Trips

Colima Road/ Scenarios			Existing (Year 2020)[a]	Existing plus Project	Year 2040	Year 2040 plus Project	Project Traffic (Year 2020)	Project Traffic (Year 2040)	% Project Traffic (Year 2020)	% Project Traffic (Year 2040)
Roadway Segment	*From*	*To*	*Daily Trips*				*Daily*		*Daily*	
Colima Road	Camino Del Sur	Hacienda	39,425	39,650	43,179	44,127	225	948	0.6%	2.2%
Colima Road	Hacienda	Stimson	30,562	31,902	33,592	35,743	1,340	2,151	4.4%	6.4%
Colima Road	Stimson	Halliburton Road	31,453	32,752	34,305	36,908	1,299	2,603	4.1%	7.6%
Colima Road	Halliburton Road	Azusa Avenue	39,316	43,346	40,826	45,613	4,030	4,787	10.3%	11.7%
Colima Road	Azusa Avenue	Larkvane Road	34,397	42,090	35,718	44,291	7,693	8,573	22.4%	24.0%
Colima Road	Larkvane Road	Fullerton Road	33,709	38,877	35,004	40,910	5,168	5,907	15.3%	16.9%

Source: Appendix G.

Table 3.13-6. Estimated Project-Related Traffic Noise Increase – West of Halliburton Road

Roadway Segment	From	To	Existing Traffic Volume (Year 2020) (ADT)	Existing plus Project Traffic Volume (Year 2020) (ADT)	Estimated Project-Related Noise Increase (dB)	Potentially Significant Impact?	Year 2040	Year 2040 plus Project	Estimated Project-Related Noise Increase (dB)	Potentially Significant Impact?
Colima Road	Camino Del Sur	Hacienda	39,425	39,650	0	No	43,179	44,127	0.1	No
Colima Road	Hacienda	Stimson	30,562	31,902	0.2	No	33,592	35,743	0.3	No
Colima Road	Stimson	Halliburton Road	31,453	32,752	0.2	No	34,305	36,908	0.3	No

Source: Appendix G; Beranek and Ver 1992.

To validate the accuracy of the TNM model, the measured traffic noise levels were compared to modeled noise levels at each of the short-term measurement locations. For each receiver, traffic volumes counted during the short-term measurement periods were normalized to one-hour volumes. These normalized volumes were input into the noise model to simulate the noise source strength during the actual measurement period. Modeled and measured sound levels were then compared to determine the accuracy of the model. The resultant modeled noise levels were within 1 to 2 dB of the measured noise levels at the exterior locations, which indicates that the noise model reflects real-world conditions within acceptable tolerances.

The results of the traffic noise analysis for the modeled on-site receivers (shown in Appendix F, Figure 2) are summarized in Table 3.13-7. The modeled input and output data are provided in Appendix F. As shown in Table 3.13-7, project-related vehicle noise would not increase overall traffic noise levels by more than 1 dB. Furthermore, overall noise levels would not result in an exceedance of the County's noise compatibility standard of 65 dBA CNEL. Therefore, long-term noise impacts along the segment of the project from Halliburton Road to Fullerton Road would be less than significant and no mitigation is required.

Table 3.13-7. Estimated Project-Related Traffic Noise Increase – East of Halliburton Road

Receiver	Existing CNEL (dBA)	Existing Plus Project CNEL (dBA)	Increase (dB)	2040 without Project CNEL (dBA)	2040 Plus Project CNEL (dBA)	Increase (dB)
ST3	62	63	1	62	63	1
ST4	69	69	0	69	69	0
ST5	64	65	1	65	65	0
ST6	74	75	1	75	75	0
LT3	76	77	1	76	77	1
LT4	67	68	1	68	68	0
M1	62	63	1	63	64	1
M2	60	61	1	60	61	1

Source: Appendix F.
Notes: CNEL = community noise equivalent level; dBA = A-weighted decibel; dB = decibel.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Construction activity may generate vibration that could cause annoyance to people in the project vicinity and/or have the potential to damage nearby buildings. Construction activities can generate varying degrees of ground-borne vibration, depending on the construction procedures and the type of construction equipment operated. Construction equipment generates vibrations that spread through the ground and diminish with distance from the source. The effects on buildings (i.e., building damage) are dependent on the location of the buildings to the source and the characteristic of the building structure.

During construction, heavier pieces of construction equipment used at the project site would include tractors, graders, excavators, backhoes, loaders, rollers, loaded trucks, and forklifts. Groundborne vibration is typically attenuated over short distances. The heavier pieces of construction equipment, such as large bulldozers or excavators, would register up to approximately 0.089 inches per second PPV at a distance of 25 feet (FTA 2018).

Groundborne vibration is typically attenuated over relatively short distances. At a distance of 150 feet (the County-specified distance for sources on public right-of-way) and with the anticipated construction equipment, the vibration level would be approximately 0.0061 inches per second PPV. This vibration level would be well below the County's vibration threshold of 0.01 inches per second PPV.

Therefore, the major concern with construction (or demolition) vibration is related to building damage. Demolition vibration as a result of the proposed project would not result in structural building damage, which typically occurs at vibration levels of 0.5 inches per second PPV or greater for buildings of reinforced-concrete, steel, or timber construction. There would be no impacts related to groundborne vibration. Consequently, temporary vibration from construction would be less than significant. No mitigation is required.

Vibration during operation would be negligible. It is unusual for vibration from sources such as passenger vehicles, buses and trucks to be perceptible, because these vehicles travel on rubber tires and have relatively soft suspensions. When noticeable vibration is produced, it is typically a result of discontinuities in the roadway (Caltrans 2020), such as from potholes. Additionally, from the Whittier city limits to Halliburton Road, travel lanes would not be moved closer to adjacent sensitive uses, and from Halliburton Road eastward, travel lanes would be moved closer to adjacent sensitive uses by 3 feet or less. Therefore, operational vibration would be less than significant. No mitigation is required.

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

No Impact. The proposed project is not located within the vicinity of a private airstrip; additionally, the project site is located more than 7 miles north of the nearest airport, Fullerton Municipal Airport in Orange County, and approximately 8 miles south of the next-nearest airport, San Gabriel Airport (formerly known as El Monte Airport). According to the Orange County Airport Land Use Commission and the Los Angeles County Airport Land Use Commission, the project site is not located within the airport influence areas of either Fullerton Municipal Airport, San Gabriel Airport or other airports (OC ALUC 2008; L.A County ALUC 2004). In addition, the proposed project would not include occupied facilities that would result in the exposure of people to airport-related noise. No impact would occur. No mitigation is required.

3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING – Would the project:				
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)?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

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. The project consists of improvements to an existing roadway and does not involve land development (i.e., residential or commercial uses) such that it would directly or indirectly influence population growth. No new residential or commercial space is proposed as part of the project; thus, no new residential or employment population base increase would be expected to occur. New construction jobs would be required in order to complete the roadway widening; however, these jobs would be temporary and are anticipated to be filled by the existing population base. No change in existing land uses is expected, and the associated roadway improvements are not expected to change the supply of single and multi-family housing along the project alignment, as it does not propose any extensions (only widening) into previously undeveloped areas. This reconstruction would require the relocation of utilities including traffic signals, streetlight(s), fire hydrants, water meters and/or adjustments to utility vaults, however, no new utility infrastructure is anticipated. As no component of the proposed Project would be considered population growth inducing, no impact would occur.

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

No Impact. The proposed addition of travel and bike lanes along the project, including curb, gutter, and utility relocation from Azusa Avenue to approximately 700 feet east of Stoner Creek Road, would not change the existing ROW width on Colima Road. The existing surrounding land -uses are primarily single and multi-family housing, however, no property or ROW acquisition is required to accommodate the addition of travel lanes and Class II Bike Lanes on selected segments of the project alignment. Existing land uses on and near the vicinity of the project would remain unchanged. Temporary construction easements would be necessary but would not require property acquisition such that it would necessitate the construction of replacement housing elsewhere. The project and its associated construction activities would not lead to the displacement of people or housing such that construction of replacement housing is necessary. No impact would occur.

3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire and police protection?

Less Than Significant Impact. Fire and Police protection within the project area, including within the City of Industry, are provided by the Los Angeles County Fire Department and Los Angeles Sheriff's Department, respectively. There are no fire stations and one sheriff's station located within the project study area. The nearest fire station, Battalion 12 – Station 18 of the Los Angeles County Fire Department, is located approximately 0.6 miles north of the project. A Los Angeles County Sheriff's station is located on the southwest corner of Colima Road and Fullerton Road.

The project is a public infrastructure project and would not generate a new population base that would generate the need for new or additional police or fire services, or otherwise cause a substantial change in the existing response times. Thus, no new fire or police service facilities would be required as a result of the project, and there would be no need to alter existing facilities. Moreover, the project is expected to improve travel flow for roadway users and is anticipated to have a positive effect on emergency service response time.

Construction is planned for 22 months, and may require the temporary closure of travel lanes, potentially affecting traffic flow and emergency services response time. Temporary lane closures would occur at varying intervals along Colima Road. However, traffic control would be implemented to ensure adequate access and passage of emergency vehicles along Colima Road and adjacent properties would be maintained at all times during construction. Therefore, response and access for emergency services providers would not be substantially altered during the temporary construction period.

Construction plans call for the relocation several fire hydrants between Manor Gate Road and Larkvane Road. The fire hydrants may be temporarily inoperable during relocation. Public Works will coordinate with the fire department in order to ensure that fire services would not be impacted during utility relocation. Access to and utilization of the hydrants would be restored once relocation activities are completed for this segment. Overall, the project would not generate the need for new or altered fire and/or police protections services or facilities and impacts would be less than significant.

Schools?

Less Than Significant Impact. There are three public elementary schools, one private preschool, and one private kindergarten located within the project study area. The following is a list of public and private schools and their distances from the project:

- Los Molinos Elementary School (Public) – 0.1 miles north
- Grazide Elementary School (Public) – Colima Road at Stimson Avenue (northwest corner)
- Molokan Elementary School (Public) – Colima Road at Stimson Avenue (northeast corner)
- Shepherd of the Valley Preschool (Private) – Colima Road at Park Lawn Road
- City of Industry KinderCare (Private) – Colima Road at Stoner Creek Road

The only improvements taking place on the roadway adjacent to Grazide and Molokan Elementary Schools are removal and replacement of existing trees. The proposed work to be completed along the roadway segment near the KinderCare school includes sidewalk and median reconstruction, utility relocation, the addition of one travel lane, and the addition of a Class II Bike Lane on each side of the roadway. The proposed work to be completed nearest to Shepard of the Valley Pre-School would include sidewalk and median reconstruction, utility relocation, and the addition of one travel lane. The proposed modifications for the segment of Colima Road nearest to Los Molinos Elementary School would involve cold milling the top 1.5 inches of existing concrete pavement and replacing it with 1.5 inches of polymer modified asphalt concrete pavement, as well as the addition of a Class II Bike Lan in each direction, curb ramp and gutter improvements, and some driveway and sidewalk segment reconstruction. Tree removals and replacements are anticipated to take place along the entire Colima Road project extent.

Temporary changes to access for all schools may be anticipated during construction due to lane closures. However, permanent impacts to access to both schools are not anticipated. The project is a public infrastructure project and would not generate a new population base that would generate the need for new or additional schools or otherwise cause a substantial change in the existing conditions. Thus, no new school services would be required as a result of the project, and there would be no need to alter existing facilities. As such, impacts are anticipated to be less than significant.

Parks?

No Impact. There are 4 public parks located within the project study area. They are as follows:

- Thomas S. Burton Park – 0.17 miles north
- Pepperbrook Park – 0.06 miles north
- Countrywood Park – 0.05 miles south
- Peter F. Schabarum Regional Park – Colima Road at Azusa Avenue

Of the four parks, only one, Peter F. Schabarum Regional Park, is adjacent to the project site, located southeast of Colima Road and Azusa Avenue intersection. As the proposed project is located within the existing Colima Road ROW and is not expected to physically impact park access or park features. The project is a public infrastructure project and would not generate a new population base that would generate the need for new or additional park facilities or otherwise cause a substantial change in the existing conditions. Thus, no park services would be required as a result of the project, and there would be no need to alter existing facilities. No impact would occur.

Other public facilities?

No Impact. The two closest libraries serving the project area are outside of the study area. Rowland Height Library is 1-mile southeast of the Fullerton Road cross street, while Hacienda Heights Library is .74-miles northwest on South Stimson Road. These facilities would not be directly impacted by proposed construction. The project is a public infrastructure project and would not generate a new population base that would generate the need for new or additional public facilities or otherwise cause a substantial change in the existing conditions. Thus, no new public services or facilities would be required as a result of the project, and there would be no need to alter existing facilities. As such, the implementation of the proposed project, along with its construction activities, would not adversely impact other public facilities within the vicinity of Colima Road. No impact would occur.

3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

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. Within the project study area, only Peter F. Schabarum Regional Park is located adjacent to the project site. As the proposed project is located within the existing Colima Road ROW, would not impede park access or alter park features, such that physical deterioration of Peter F. Schabarum Regional Park or other facilities would be accelerated. The project is a public infrastructure project and would not generate a new population base that would generate demand for new or expanded recreational services or facilities.

Thus, no park services would be required as a result of the project, and there would be no need to alter existing facilities. Therefore, no impact would occur.

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?

No Impact. The project is a public infrastructure project and would not involve the construction of new or expanded recreational facilities, nor would It result in an increase in population requiring new or expanded recreational facilities. As such, no impact would occur.

3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Pursuant to Senate Bill (SB) 743, the County adopted Transportation Impact Guidelines (Los Angeles County Public Works 2020) to include vehicle miles traveled (VMT) as the new metric to evaluate the significance of transportation impacts. These guidelines and thresholds apply to land use and transportation projects in the County that are subject to CEQA analysis. Therefore, this section uses VMT as the basis for evaluating transportation impacts of the Proposed Project under CEQA. The transportation assessment prepared by Dudek for the project is included in Appendix G.

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Less Than Significant Impact. The General Plan, including the Mobility Element, the Bicycle Master Plan, and Step by Step Los Angeles County, include plans, programs, and policies that address the circulation system in the County. The SCAG RTP/SCS comprises land use and transportation strategies that increase mobility options and achieve a more sustainable growth pattern.

County of Los Angeles General Plan 2035

The Mobility Element of the General Plan contains goals designed to further the City's mobility strategy pursuant to California Complete Streets Act of 2007. The Mobility Element addresses this requirement with policies and programs that consider all modes of travel, with the goal of making streets safer, accessible and more convenient to walk, ride a bicycle, or take transit (County of Los Angeles 2015b). A project's effect on automobile delay or level of service (LOS) is no longer a consideration when identifying a significant impact under CEQA; however, it should be noted that Los Angeles County General Plan 2035 classifies Colima Road between Camino Del Sur and Fullerton Road as a six-lane Major Highway and a County buildout designation of six to eight lanes. Therefore, the project is consistent with the County's General Plan Mobility Element requirements.

Los Angeles County Bicycle Master Plan 2012

The current Bicycle Master Plan illustrates existing and proposed Class II bike lanes on Figure 3-5: Eastern Los Angeles County Proposed Bicycle Network. The project is consistent with the Bicycle Master Plan 2012 and is constructing the remainder of the Class II bike lanes that are proposed along the stretch of Colima Road from City of Whittier boundary to Fullerton Road. Therefore, the project is consistent with the County's Bicycle Master Plan requirements.

Step by Step Los Angeles County

Step by Step Los Angeles County: Pedestrian Plan for Unincorporated Communities outlines actions, policies, procedures, and programs that the County of Los Angeles will consider to enhance walkability across unincorporated communities (County of Los Angeles Department of Public Health 2019). The pedestrian plans also provide guidance in developing a network of sidewalks, off-street paths, and trails and facilities (such as lighting, crosswalks and benches) that allow people to walk safely and comfortably to key destinations. It includes policies that address safety, traffic, education, and programs to promote a safe, walkable community. There are no specific improvements or facilities noted in the Step by Step Los Angeles County: Pedestrian Plan for Unincorporated Communities for the roadway segment of Colima Road. However, the project would be improving the existing pedestrian facilities and circulation by repairing and/or upgrading sidewalk, driveway, and curb ramps, as identified in Table 2-1. Therefore, the project is consistent with the County's pedestrian plan.

Southern California Association of Government Regional Transportation Plan/Sustainable Communities Strategy

SCAG develops the Regional Transportation Plan (RTP), which presents the transportation vision for Los Angeles, Orange, San Bernardino, Imperial, Riverside, and Ventura Counties. SB 375 was enacted to reduce GHG emissions from automobiles and light trucks through integrated transportation, land use, housing and environmental planning. Under the law, SCAG is tasked with developing a Sustainable Communities Strategy (SCS), an element of the RTP that provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board (CARB). The SCS outlines the plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-

oriented development. This overall land use development pattern supports and complements the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures.

The 2016 RTP/SCS identifies priorities for transportation planning within the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the area (SCAG 2016). The RTIP, also prepared by SCAG based on the RTP, lists all of the regional funded/programmed improvements within the next 7 years. To qualify for CEQA streamlining benefits under SB 375, a project must be consistent with the RTP/SCS.

The 2020–2045 RTP/SCS also known as Connect SoCal Plan is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians (SCAG 2020).

Both 2016 RTP/SCS and Connect SoCal includes Colima Road within the Federal Transportation Improvement Project (FTIP) in the Transportation System Project list.[12] Therefore, the project is consistent with the transportation network included in the regional plans and all technical analysis (such as air quality, GHG emissions and transportation) conducted as part of RTP/SCS. Excerpts from Transportation System Project list of the RTP/SCS are included as Appendix A of the Transportation Assessment (Appendix G).

Therefore, the project would not conflict with any program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities and impact would be less than significant.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. CEQA Guidelines Section 15064.3(b) is divided into four subdivisions: (1) Land Use projects; (2) Transportation Projects; (3) Qualitative Analysis; and (4) Methodology.

Because the project is a transportation project, the CEQA Guidelines Section 15064.3, subdivision (b) 2 applies to the proposed project. For transportation projects, the intent is to assess whether the project induces substantial additional VMT. The County has adopted screening criteria and impact criteria meant to serve as guidance for projects to determine whether a Transportation Impact Analysis should be performed, and whether a project generates a significant transportation impact. The criteria are considered on a project-by-project basis as approved by Public Works.

Figure 3.17-1, Study Area for VMT Analysis, illustrates the project's study area. The County comprises 11 planning areas that form North County and South County region. Per discussion with Public Works, the

[12] Connect SoCal 2020: Colima Road-City of Whittier limits to Fullerton road, for a total distance of 4.9 miles. The project will widen Colima Rd by up to six feet at spot locations and restripe to accommodate three through lanes in each direction. A class II bikeway from the City of Whittier will be extended to Larkvane Rd, a distance of 1.2 miles, and bus pads will be replaced. Includes median landscaping. Utilizing toll credits to match CMAQ and STPL.

study area was selected as South County which includes all the planning areas except Antelope Valley, Santa Clarita Valley, and Santa Monica Mountains. The assessment of project VMT or short-term VMT and cumulative or long-term VMT, is described below.

VMT Analysis

Per County's requirements for transportation projects, the SCAG RTP/SCS Travel Demand Forecasting Model with socio-economic data (SED) from 2016 Regional RTP was used to estimate the total network VMT with and without the project. The SCAG model runs on the TransCAD software platform and is based on a four-step model structure, which includes trip generation, trip distribution, mode choice, and trip assignment. The model is made up of transportation analysis zones (TAZ) that include the SED data - population, employment, households, workers, and school enrollment. The highway network of the model includes street segments with data on posted speed, number of lanes, and functional classification. The transit network of the model includes data on routes/patterns, headway, service hours, fares, and stop locations. The model accounts for passenger and truck trips and interaction with other regions and pass through trips. The outputs from the model are vehicle trips, traffic volumes and VMT by link and geographic areas. Other outputs include trip by origin and destination, trip length, mode shares and transit boarding. As mentioned above, the output used for project's VMT analysis is primarily link or roadway VMT which is estimated by multiplying the daily volume on every roadway segment by the length of every roadway segment within a given area.

To measure the project's impact, the model's base year and future year network was modified to reflect the vehicular lane addition along Colima Road that would result from the project. The model was run with and without the proposed project, without adjusting the model's land use inputs, to isolate the potential change in network VMT with the project as compared to the existing and future baseline. Consistent with standard modeling practice, each model was run with conditions that at least 5-loops[13] or until a convergence of 0.01 (i.e., 1.0%) is achieved.

Table 3.17-1 provides the results of the VMT analysis for the project. The SCAG Model was used for base year (2020) and future year (2040) conditions. The SCAG Model output summary provided by Translutions Inc. is included in Appendix G, Transportation Assessment.

Table 3.17-1. Summary of Daily Network VMT for Project

Year	No Project VMT	With Project VMT	Net Increase in VMT	% Increase in VMT[a]
2020	207,191,090	207,209,047	17,957[b]	0.01%
2040	201,815,476	201,960,989	145,513[c]	0.07%

Note:

[a] All models are run until the model convergence is within certain parameters. This is done so that consistency is maintained between the speeds predicted by the highway assignment and the travel times input to the entire travel demand model chain. In this process, the predicted speeds are used to re-compute highway and transit travel times, and the entire model sequence is repeated until input and output speeds are generally consistent with each other. The averaging process used to smooth volume variations across feedback loops is the method of successive averages, with a 1/n step, where n is the number of iterations. For projects in the SCAG region, the model is generally run to a model convergence of approximately 0.01 (1%) or for 5 loops in terms

[13] Models are run with feedback loops wherein the output of one run is becomes the basis of the next run. In this process, the predicted speeds are used to re-compute highway and transit travel times, and the entire model sequence is repeated until input and output speeds are generally consistent with each other. Each iteration is referred to as a loop. The percentage change in total travel cost between one iteration and the next is referred to as "convergence." A convergence of 0.01 means that the change in travel cost between one run and the next is 1%. Models in the SCAG region are generally run for 5 loops or a convergence of 0.01.

of total cost of travel. The SCAG model achieved an almost 0% convergence on total cost at a regional level, but the change in VMT was in the range of -4% to +5% at a county level (within the 5-county region) for a regional VMT validation of approximately 1.7%. These factors are within acceptable ranges for modeling purposes. Using a 1% convergence ratio and the corresponding VMT difference of 1.7%, it can be said that a regional VMT convergence of 1.7% is acceptable. The "with" project and "without" project VMT change is approximately 0.01%, which is well within the acceptable convergence, and could occur even if no network changes were made and the model run for a few more loops. Therefore, it can be concluded that the Project's effect on VMT is less than significant.

[b] The Year 2020 VMT does not included the induced VMT estimation.

[c] Because the project is consistent with the SCAG RTP/SCS, induced VMT would not be added to the Year 2040 VMT estimated from the model.

As shown in Table 3.17-1, the base year 2020 VMT for the South County region, without the project, is 207,191,090. The project causes an increase of 17,957 VMT, resulting in a regional base year 2020 VMT of 207,209,047, with the project. This equates to a 0.01% increase in project related VMT. In 2040, the regional VMT is estimated to be 201,815,476 which is lower than the base year 2020 VMT. The overall decrease in VMT in the future year 2040 is attributed to a higher mode share and number of transit trips compared to the base year 2020 in the RTP model. This is due to a high number of transit projects and improvement in transit facilities that are being planned for the Los Angeles region. With the project, there would be an increase of 145,513 VMT, resulting in 201,960,989 VMT by 2040. This equates to a 0.07% increase in project related VMT.

Project Effect on VMT

Consistent with OPR's Technical Advisory and County's guidelines, short-term effects are determined by measuring the increase in VMT using the SCAG RTP/SCS Travel Demand Model and if required, by applying an induced demand elasticity factor available from appropriate academic literature.

Short Term Effect

As shown in Table 3.17-1, in the year 2020, the proposed project would cause a net increase in network VMT of 17,957. Although the project causes a net increase, it accounts for a nominal 0.01% of the total South County network VMT (i.e., 207,191,090). The project will increase the study area VMT, as measured by the SCAG RTP/SCS base year Travel Demand Forecasting Model which indicates the potential for direct project effect. However, the County's guidelines indicate that this impact criteria are considered as a potential option for determining significance based on guidance published by OPR, but its applicability to a specific project should be justified with substantial evidence. Additionally, the nominal increase of 0.01% is within the range of model error.

For transportation projects, the intent is also to determine if the project would induce substantial additional VMT. Therefore, an analysis of induced travel is provided in the following section to determine if the project has potential to induce VMT.

Induced Travel

OPR states that building new roadways, adding roadway capacity in congested areas, or adding roadway capacity to areas where congestion is expected in the future, typically induces additional vehicle travel. For the types of projects indicated as likely to lead to additional vehicle travel, an estimate should be made of the change in vehicle travel resulting from a project. "Induced travel is the additional travel that occurs when the cost is lower (e.g., as a result of a capacity expansion that reduces travel times), that is, the additional travel that is induced by the lower costs that result from capacity expansion" (TRB 2017, pp. 10–

16). It is the increase in travel that occurs when auto travel is made more convenient by new roadway capacity. The extent that this occurs due to new roadway capacity versus other variables such as the economy (wage changes, gas prices, parking prices) and population growth varies across research, but in general, changes in travel times and costs affect demand and therefore VMT. For this reason, capacity-increasing projects generally need to be evaluated for their potential induced travel. The mechanisms by which induced travel occur includes following five factors:

1. Route changes (may increase or decrease overall VMT)
2. Longer trips (increases overall VMT)
3. Mode shift to automobile use (increases overall VMT)
4. More disperse development (increases overall VMT)
5. More trips (increases overall VMT)

Route changes and potentially longer trips are accounted in the VMT estimated using the SCAG RTP/SCS model run. On review of the results of the SCAG model[14], the mode shift to automobile mode was not indicated due to the Project because the overall VMT decreased in future year 2040 compared to the base year 2020. A decrease in VMT between the base year and future year model run, is primarily due to an increase in transit mode share and trips. Because most of the area near the project is built out or would be developed per the General Plan, any proposed change would require a General Plan Amendment. This project is within an urban area with limited land resources, and the potential of more disperse development does not exist. The only component of potential induced demand not explained in the analysis and model is that more trips could be made than estimated by the model. It should be noted that the academic research states that metropolitan areas with less traffic experience a larger increase in induced travel compared to more congested and built out areas, such as the project's immediate vicinity.

As explained above, factors that contribute to inducing demand such as route changes, longer trips, mode shift to automobile use and dispersed development, would not occur as a result of the Project. Because the Los Angeles County metropolitan area has a substantial amount of traffic under existing conditions, the induced VMT due to the project would be minimal. Therefore, the project would not have the potential to induce substantial additional VMT in the short-term conditions.

Additionally, a quantitative assessment of induced travel and applicable VMT reduction strategy for proposed bike lane improvements under short-term conditions has been provided to further support the conclusion that the Project will not induce substantial additional VMT.

Table 3.17-2. Short Term Induced Travel Estimate

No.	Criteria	Value
1	Change in Network VMT[a]	17,957
2	Lane-miles of Modeled Area[a]	24,851
3	Lane-miles in Project Area[b]	4.40
4	% Change in Lane-miles with Project[c]	0.02%
5	Year 2020 VMT[a]	207,191,090
6	Elasticity[d]	0.59

[14] Appendix G Transportation Assessment includes the SCAG Model Summary provided by Translutions Inc.

7	Induced VMT[e] (4 x 5 x 6)	24,449
8	Induced VMT + Network VMT (1+7)	42,406
9	% increase in VMT (compared to Year 2020 VMT)	0.02%

Notes:

[a] Value obtained from the SCAG travel demand model run conducted by Translutions Inc.

[b] The addition of one-way lane mile between Halliburton Road and Fullerton Road is approximately 2.2 miles, therefore the project would add approximately 4.4 two-way lane-miles in the area.

[c] Value obtained by dividing lane-miles in the project area by lane-miles in the modeled area.

[d] Short-term elasticity factor of 0.59 selected from Table 1 Impact of Capacity Expansion on VMT, included in the *Closing the Induced Vehicle Travel Gap Between Research and Practice* (TRB 2017, pp. 10–16). Excerpts from the paper are included in Appendix G.

[e] OPR 2018: Induced VMT = [% increase in lane miles] x [existing VMT] x [elasticity]

As shown in Table 3.17-2, in the short-term, the Project could potentially induce network VMT of 24,449. Therefore, the total short-term Project VMT would be a total of induced VMT and network VMT, i.e. 42,406. This would cause an increase of roadway VMT by 0.02% compared to the existing year 2020 VMT and is considered nominal.

VMT Reduction Estimation

As part of the planning process, the Project has incorporated supporting infrastructure for non-motorized modes, including a Class II bike lane along selected portions of Colima Road within the Project area (i.e. between the unincorporated Hacienda Heights Boundary to Allenton Avenue and between Larkvane Road and Fullterton Road), resulting in an uninterrupted route along the Project's linear extent. Therefore, to estimate the potential VMT reduction possible due to the construction and completion of the proposed bike facility, the Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, Public Draft, August 2021 and its Appendix C Emission Factors and Data Tables recently released by the Sacramento Metropolitan Air Quality Managmeent District were used. Per measures that reduce greenhouse gas emissions and hence VMT, Transportation T-18-A. Construct or Improve Bike Facility, includes construction or improvement of a bicycle lane facility (Class I,II or IV). This includes bike facility that connects to a larger existing bikeway network, helps to improve biking conditions within an area and encourages a mode-shift on the roadway parallel to the bicycle facility from vehicles to bicycles, displacing VMT and thus reducing greenhouse gas emissions. Table 3.17-3 provides a detailed estimation of VMT reduction that would occur due to the construction and completion of the bike facility along the roadway segment of Colima Road in the Project area. Appendix E of Appendix G includes the relevant excerpts from the handbook.

Table 3.17-3. VMT Reduction for Proposed Bike Facility

ID.	Variable	Value
A	Percent VMT/GHG Reduction from displaced vehicles on roadway parallel to bicycle facility[1]	-0.02%
B	Percent of plan/community VMT on parallel roadway[2]	30.6%
C	Active transportation adjustment factor[3]	0.0014
D	Credits for key destinations near project[4]	0.003
E	Growth factor adjustment for facility type[5]	1.0
F	Annual days of use of new facility[6]	332
G	Existing regional average one-way bicycle trip length[7]	1.7
H	Existing regional average one-way vehicle trip length[7]	9.7

I	Days per Year	365

Notes:

1 VMT/GHG Reduction Formula used to estimate A = -B x (F/I x (C+D) x E x G)/H;

2 Based on the example quantification included in the guide, percent of plan/community VMT on parallel roadway (B) is estimated to be 30.6%. The project would construct and complete a bike lane that is approximately 1.5 miles in length of the total 4.9-mile length of Colima Road in the Project area. Therefore, approximately 30.6% of entire network that is being improved would include the bike lane improvements. Therefore, it is assumed that 30.6% of the roadway VMT would be on the parallel roadway to the bike facility.

3 Active transportation adjustment factor (C) = 0.0014 from Table T-18.1. for roadway with average daily traffic between 24,001 to 30,000, one-way bike facility length of 1.02 to 2 miles, and non-university town with population less than 250,000.

4 Credit for key destinations near project (D) = 0.003 from Table T-18.2 for greater than 7 key destinations credit within ¼ mile of facility

5 Growth factor adjustment for facility type (E) = 1.0 from Table T-18.3 for New Class II bike lane

6 Annual days of use of new facility (F) = 332 from Table T-18.4 Bike Facility Default Days of Use per Year for LA County

7 Existing regional average one-way bicycle and vehicle trips lengths (G and H) from Table T-9.1 Average One-Way Bicycle and Vehicle Trip Length by California Core-Based Statistical Area

As shown in Table 3.17-3, the construction and improvement of the bike lane in the project area would potentially reduce the total VMT by 0.02%. The Project would have the potential to increase approximately 0.02% VMT in the short-term conditons and as shown in Table 3.17-3, approximately 0.02% VMT would be reduced by the proposed construction and completion of the bike lane. Therefore, it can be concluded that the increase in total VMT caused by the project is not measurable or substantial and in the short term, the Project would have a less than significant VMT impact.

Hence it can be concluded that in the short term, the project would be consistent with CEQA Guidelines Section 15064.3 (b)(2) and the project's effect on VMT would be less than significant.

Cumulative Effect on VMT

Per County's guidelines, long-term or cumulative effects are determined through consistency with the SCAG RTP/SCS. The RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and GHG reduction targets. As such, transportation projects that are included in this plan are part of the regional solution for meeting air pollution and GHG reduction goals. Transportation projects that are deemed to be consistent would have a less-than-significant cumulative impact on VMT (Los Angeles County Public Works 2020).

Project Consistency with RTP/SCS

The project (FTIP ID - LA0D465) is included in the Transportation Project List – FTIP Projects of the SCAG RTP/SCS 2020–2045. The regional emissions analysis conducted as part of the Transportation Conformity Analysis conducted for the SoCal Connect, using the SCAG's regional travel demand model (SCAG 2012), includes the proposed project. Therefore, the project is consistent with the region's air quality conformity and GHG reduction targets as analyzed within the RTP/SCS. Therefore, per the County's guidelines, the long-term or cumulative effect of the project would be less than significant.

Impact Determination

Project (Short-Term) Impact Determination

Consistent with OPR's Technical Advisory, the County's guidance states that a transportation project could have a potentially significant VMT impact, if it increases the project area VMT, as measured by the SCAG

RTP/SCS base year Travel Demand Model plus an induced travel elasticity factor per lane mile. Per County's transportation guidelines (Los Angeles County Public Works 2020), this impact criteria is based on OPR guidance, but its applicability to a specific project shall be justified with substantial evidence and is not presumed to be appropriate. As shown in the Project's effect on VMT analysis, in the year 2020, the proposed Project would cause a net increase in network VMT of 17,957 which accounts for a nominal 0.01% increase of the total South County network VMT (i.e., 207,191,090). As shown in the induced travel analysis, the Project would also not have the potential to induce substantial additional VMT in the short-term conditions. Therefore, it can be concluded that the increase in total VMT caused by the Project is not measurable or substantial and in the short term, the Project would have a less than significant VMT impact.

Cumulative (Long-Term) Impact Determination

Because the project is included in the SCAG RTP/SCS, it is deemed to be consistent with the region's air quality conformity and GHG reduction targets as analyzed within the RTP/SCS and concluded to have a less than significant cumulative impact on VMT. Therefore, per the County's guidelines, the long-term or cumulative effect of the project would be less than significant.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. the proposed project is a roadway improvement project designed to reduce traffic congestion along the corridor, and improve regional mobility for automobiles, transit buses, and bicyclists. The project would provide an additional third lane (in each direction) from Halliburton Road to Fullerton Road, median landscaping, and a Class II Bike Lane from the City of Whittier boundary to Larkvane Road. Additional improvements along various segments include roadway resurfacing, narrowing the existing median and parkway, landscaping, concrete repair, catch basin reconstruction, relocating streetlights, relocating and upgrading traffic signals, and curb ramp upgrades. No other geometric design changes are proposed.

During project construction, some construction activities conducted within the public right of way (ROW) could intermittently reduce, disrupt, or temporarily eliminate access to portions of adjacent bus stops, bicycle lanes, and public sidewalks. Temporary lane or full road closures may also be required, resulting in temporary disruptions to vehicle circulation and access. The County will implement its standard transportation and circulation practices to minimize these disruptions and to ensure adequate access, including access for emergency vehicles and transit. Typical traffic control measures may include, but are not limited to, lane closures; the use of warning signs, cones, crossing structures, flaggers, lights, and barricades; and cleaning up roadways upon the completion of work. All temporary street closures, detours, lane closures, signs, lights and other traffic control devices will conform to the California Manual on Uniform Traffic Control Devices. Transit providers, emergency service personnel, and local businesses and residents would also be notified in advance of construction activities.

The requirements for temporary traffic controls and access for construction activities within the County public ROW when temporary disruption of traffic would occur for 22 months would be per provisions contained in the County's document *Requirements For Temporary Traffic Controls For Lane Closures, Street Closures And Detours*. (Los Angeles County Public Works 2016) and supplemental to Part 6 of the Greenbook Standard Specifications for Public Works Construction. Construction activities may temporarily decrease vehicle lane capacity; however, any resulting lane closures would also be coordinated with the

City of Whittier and the City of Industry regarding requirements for traffic control measures to be implemented. Further, lane closures would also be coordinated with local emergency service providers to preserve access during the event of an emergency.

Once constructed, the proposed project will be designed to meet current Los Angeles County roadway design standards and the road widening, as well as all other ancillary modifications and improvements, would take place within the existing Colima Road ROW. Sidewalks are continuous along both side of Colima Road. However, the project will upgrade pedestrian curb ramps to current Americans with Disabilities Act (ADA) standards, thus improving pedestrian circulation and access along the corridor. Sidewalk, driveway, and curb and gutter repairs would take place in accordance with the Road Maintenance Division's recommendations. The proposed Class II bike lane would also improve access and circulation for bicyclists along the corridor. Parking is currently and will continue to be restricted along the corridor and would therefore not be impacted by the project.

Therefore, impacts due to increase hazards due to a geometric design feature or incompatible uses would be less than significant.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. As discussed above, widening of Colima Road would provide congestion relief, and would have a positive impact on improving emergency access and response as well as overall circulation in the County. Section 3.20, Wildfire, discusses the appliable emergency operations plan for the County and along Colima Road in detail. The County will coordinate any resulting lane closures during construction with local emergency service providers to preserve access during the event of an emergency. It will also coordinate with the adjoining jurisdictions of City of Whittier and the City of Industry regarding requirements for traffic control measures to be implemented. Therefore, the project would not result in inadequate emergency access during construction or operation and its impact would be less than significant.

3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) 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	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

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:

i) 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)?

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

Less Than Significant Impact With Mitigation Incorporated. There are no resources in the proposed project site that have been determined to be significant pursuant to the criteria set forth in Public Resources Code Section 5024.1. Further, no specific TCRs were identified in the proposed project site through the CHRIS records search, by the NAHC, or by Public Works as part of the Assembly Bill (AB) 52 notification and consultation process.

Pursuant to AB 52, Public Works sent project notification letters on May 11, 2017, to all NAHC-listed Native American tribal representatives (that have requested notification) who are traditionally or culturally affiliated with the geographic area of the proposed project. To date, Public Works received one request for consultation pursuant to AB 52 from the Gabrieleño Band of Mission Indians–Kizh Nation (Tribe). An AB 52 consultation meeting between Public Works and Kizh-Nation Tribal representative, Chairman Andrew Salas, was conducted on June 28, 2017. In summary, the Tribe informed Public Works that they believe the project area to be located in a culturally sensitive area within the Tribe's ancestral tribal territory. The AB 52 consultation between Public Works and Chairman Salas suggests there is some potential for unknown subsurface TCRs to be encountered as a result of project related ground disturbing activities and if previously unknown TCRs are encountered, there is potential for the project related ground disturbing activities to adversely impact those TCR's without the implementation of appropriate measures. At this time, consultation is ongoing. There is potential to encounter soils undisturbed by previous development at depths for utility relocations, streetlight/pole relocations, landscaping installations, and tree replacement. Mitigation measure MM-TCR-1 shall be implemented to avoid the inadvertent disturbance of tribal cultural resources and if tribal cultural resources are inadvertently discovered that they be treated properly. It should be noted that, as a result of ongoing consultation, MM-TCR-1 may be revised or modified; such modifications would be incorporated into the Final MND. Implementation of MM-TCR-1 would reduce impacts to less than significant.

MM-TCR-1 **Native American Monitoring.** Prior to the commencement of any ground disturbing activity at the Project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleño Band of Mission Indians-Kizh Nation (Consulting Tribe on this project pursuant to Assembly Bill 52). A copy of the executed contract shall be submitted to the County of Los Angeles Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve initial ground-disturbing activities within those Project areas where signal and light poles will be replaced and any other areas disturbing intact and previously undisturbed soils. Initial ground-disturbing activities is defined as movement of sediments from their place of last deposition prior to commencement of the Project. As it pertains to Native American monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by Project-related construction.

The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site tribal monitoring shall end when the qualified archaeologist has determined that all initial ground-disturbing activities within the Project areas described above (as defined above) are completed, or when the qualified archaeologist and Tribal Representatives/Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting known or unknown Tribal Cultural Resources (whichever defined threshold is met first). Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find and a buffer of 50 feet will be established where no ground disturbing work will be allowed to occur until the find can be assessed and if required, treated according to CEQA requirements. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist retained on-call and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If

human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease within 100 feet of the find and suspected extent of human remains as determined by the qualified archaeologist retained on-call and Tribal monitor approved by the Consulting Tribe. The county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site (outside the 100-foot buffer) while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]).

3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:				
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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☐	☒
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

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. The project is a public infrastructure project and would not generate a new population base that would increase demand for new or expanded utilities. All utilities, including water,

wastewater, stormwater drainage, electric, gas, and telecommunication facilities exist within the urbanized project area. Utility relocations are needed at the north side of Colima Road from Azusa Avenue to approximately 700 feet east of Stoner Creek Road. There are vaults, valves, vents, meters, utility cabinets, pull boxes, traffic signal lights, streetlights, and fire hydrants that would be relocated or adjusted due to road widening. Catch basins would also be removed and/or reconstructed near intersections at Countrywood Avenue, east of Manor Gate Road, west of Hanover Road, west and east of Walnut Hill Road, and midblock bewteen Stoner Creek Road and Larkvane Road. Irrigation for proposed landscaping within the medians would be provided via potable (San Gabriel Valley Water Company and Suburban Water Systems) or reclaimed (Rowland Water District) water based on availability of existing infrastructure along the extent of Colima Road. These new irrigation lines and relocated utilities would be located within the existing Colima Road ROW, the impacts of which are addressed throught this IS/MND. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. During construction, water usage would be temporary and minimal for watering the site and other needs. Once operational, the project would only require use of water for proposed landscaping within the medians of Colima Road. Irrigation for proposed landscaping within the medians would be provided via potable (San Gabriel Valley Water Company and Suburban Water Systems) or reclaimed (Rowland Water District) water based on availability of existing infrastructure along the extent of Colima Road. Landscaping within the medians would primarily consist of river rock paving with low/medium water use plantings, such as agave, coyote bushes, and bougainvillea, to minimize long term operational water needs. Through the planting of low/medium water use landscaping and use of reclaimed water for irrigation where feasible, the project would not result in a substantial increase in water demand such that water supplies would be affected. Therefore, impacts would be less than significant.

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

No Impact. The project is a public infrastructure project and would not generate a new population base that would increase demand for new or expanded utilities, or generation of wastewater. No impact would occur.

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

Less Than Significant Impact. The project would generate solid waste during construction from demolition and general debris. Once operational, the project would not generate solid waste. The nearest landfill to the proposed project is the Savage Canyon Landfill located at 13919 Penn Street in Whittier, California, approximately 1.6 miles west of the western end of the project. The Savage Canyon Landfill has an estimated remaining capacity of approximately 9.5 million cubic yards (as of December 2011), with an estimate cease operation date of December 2055 (CalRecycle 2021). Therefore, the nearest landfill to the project has sufficient capacity to meet construction solid waste needs. Numerous other landfills and solid waste disposal facilities with sufficient remaining capacity also exist in the greater Los Angeles area. Therefore, impacts would be less than significant.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Waste generated during construction of the project would be properly disposed of in accordance with the waste disposal requirements of the County and State. All collection, transportation, and disposal of solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. Under AB 939, the Integrated Waste Management Act of 1989, local jurisdictions are required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation into recycling. Once operational, the project would not generate solid waste. Therefore, impacts associated with federal, state, and local management and reduction statuses and regulations related to solid waste would be less than significant.

3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
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?	☐	☒	☐	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

A portion of the project site, from the City of Whittier to immediately southwest of the intersection of Colima Road and South Hacienda Drive (Segment 1), is located within a very high fire hazard severity zone (VHFHSZ) and a high fire hazard severity zone (HFHSZ) within a Local Responsibility Area (LRA) (Figure 3.20-1). From South Hacienda Dr. to Halliburton Road (Segment 2) passes through LRAs of HFHSZ and VHFHSZ. The eastern end of Segment 3 from Halliburton Road to South Azusa Avenue is also within LRAs designated HFHSZ and VHFHSZ. Additionally, Segment

4 from South Azusa Avenue to Stoner Creek Road is almost entirely in a VHFHSZ with a small portion in an HFHSZ within an LRA. Segments 5 and 6 are not within a Fire Hazard Severity Zone. The remainder of the project site is adjacent to a VHFHSZ in LRAs and State Responsibility Areas located directly south within the Puente Hills (CAL FIRE 2021b). The County General Plan Safety Element Figure 12.5 also designates the project site as being within and adjacent to a VHFHSZ (County of Los Angeles 2015b). As such, the following analysis addresses the potential project impacts related to wildfire.

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The Emergency Operations Plan (EOP) for the City of Whittier facilitates planned response to emergency and disaster situations within the City's jurisdiction and supports the Los Angeles County Operational Area (City of Whittier 2016). The EOP designates the City of Whittier as primarily responsible for emergency/disaster actions within the operational area (OA). The EOP provides guidance and procedures for the City to prepare for, respond to, mitigate for, and recover from emergency situations associated with natural disasters and technological incidents. The Director of Emergency Services, the City Manager, serves as the Director of Emergency Operations Center (EOC Director). The EOC Director coordinates the City's disaster response in the OA. In the event of an emergency or disaster, the City of Whittier Emergency Operations Center (EOC) will provide emergency management and operations coordination. The EOC is responsible for communication and the facilitation of information between Mutual Aid coordinators, Los Angeles County Office of Emergency Services, and the State Office of Emergency Services during county-wide and state-wide events. If the Los Angeles County OA is activated the Sheriff of Los Angeles County will take over the responsibility for coordinating and supporting emergency/disaster events (City of Whittier 2016). During an emergency or disaster, the EOC will be the centralized location for disaster and emergency management (City of Whittier 2016). The EOC will receive and disseminate information to manage emergency response. This includes but is not limited to public alerting, evacuation coordination (evacuation orders and routes), shelter activation, and request for assistance.

The Los Angeles County Operational Area Emergency Response Plan guides and addresses a coordinated response to emergency events within the OA (County of Los Angeles 2012). The purpose of the Operational Area Emergency Response Plan is to establish an emergency management system to facilitate the prevention, protection, response, recovery, and mitigation of emergency/disaster events. The OA includes all incorporated and unincorporated areas within the County. In the event of an emergency, the County of Los Angeles will serve as the County Emergency Operations Center (CEOC) and the Operational Area Emergency Operation Center (OAEOC) to coordinate a centralized emergency operation for the OA (County of Los Angeles 2014). The County Sheriff serves as the Director of Emergency Operations and will facilitate the CEOC/OAEOC emergency response. The CEOC/OAEOC will collect and disseminate information to the OA and coordinate requests for mutual aid. In the event of an emergency, the CEOC/OAEOC gathers, analyzes, and distributes information to support emergency response and evacuation to save lives, minimize injury to persons, and damage to property and the environment. Additionally, the CEOC/OAEOC provides resources during a disaster such as public information, evacuation orders/routes, recovery programs, and mitigation to reduce future disasters.

The County of Los Angeles identifies wildland fires as a high priority hazard (County of Los Angeles 2014) and the City of Whittier EOP identifies wildfire as a threat to portions of the City near wildland areas (City of Whittier 2016). The County of Los Angeles Fire Department provides emergency operation response to the City of Whittier, the City of Industry, and surrounding unincorporated areas within the project boundary. Within the proximity to the project site are four LA County Fire Stations: Station 91, Station 43, Station 118,

and Station 145. The Whittier Police Department and the LA County Sheriff would be responsible for police response during an emergency event. Alert LA County is the mass notification system for the County of Los Angeles, including the City of Whittier and the City of Industry, it is used to notify those who live and work in the County of Los Angeles of necessary information during emergency events such as disaster notifications and evacuation orders (County of Los Angeles n.d.). Within the County of Los Angeles, OA disaster routes are pre-identified freeways, highways, or arterial routes for use during a crisis (County of Los Angeles Public Works 2012). Disaster routes are not evacuation routes; their primary function is to bring in emergency personnel, equipment, and supplies to impacted areas. Colima Road is designated as a disaster route for the City of Whittier (County of Los Angeles Public Works 2007a) and the City of Industry (County of Los Angeles Public Works 2007b). Colima Road is also a designated secondary disaster route for the entire County of Los Angeles (County of Los Angeles Public Works 2012). Further, the City of Whittier General Plan Safety Element identifies Colima Road as an evacuation route for the City (City of Whittier 1993).

As previously discussed in Section 3.17, Transportation, construction activities would occur within the existing Colima Road ROW. However, the project has the potential to create temporary lane closures during construction. Per the project's traffic control plan, temporary road closures would not occur along the entire project limits. The project would involve the adding of an additional lane in each direction from Halliburton Road to Fullerton Road resulting in three lanes traveling in both directions, a Class II Bike Lane from the City of Whittier boundary to Larkvane Road, median landscaping, and roadway improvements. Construction activities may also temporarily decrease vehicle lane capacity however any resulting lane closures would be coordinated with the City of Whittier, the County of Los Angeles, and the City of Industry regarding requirements for traffic control measures to be implemented. Further, lane closures would also be coordinated with local emergency service providers to preserve access during the event of an emergency. Once construction is completed the road would be improved to include a minimum of 10-foot-wide lanes traveling in each direction and improve the flow of traffic along Colima Road. From Halliburton Road to Fullerton Road, the roadway would be widened to three lanes traveling in each direction. The project is also anticipated to have a positive impact on emergency response capacity due to the additional travel lane. Additionally, in the event of an emergency Public Works would comply with all instructions provided by the EOC, and/or the CEOC/OAEOC as well as other public agencies tasked with emergency response. Therefore, the project would not substantially impair or interfere with evacuation plans or the established emergency operation plans and impacts would be less than significant.

b) Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact with Mitigation Incorporated. Segment 1 of the project site immediately southwest of the intersection of Colima Rd and South Hacienda Dr. is located within a VHFHSZ and HFHSZ. Additionally, Segments 2 through 4, from South Hacienda Dr. to Fullerton Road, pass through sections of VHFHSZ and HFHSZ (Figure 3.20-1). The remainder of the project not located within VHRHSZ or HFHSZ are directly adjacent to VHFHSZ and HFHSZ within the Puente Hills located south of the project site (County of Los Angeles Fire Department 2014). These areas have been designated by the Department of Forestry and Fire Protection (CAL FIRE) based on factors such as fuel, terrain/slope, weather, and other relevant factors (CAL FIRE 2021b). In addition, to the location in a fire-prone area of Southern California, the project site is topographically diverse, with the western end having small hillsides that graduate to flat urban area landscape in the eastern portion of the project area. On average from October through March, the prevailing wind directions are from the east and southeast. Whereas from April through September the average

prevailing wind directions are from the south and southwest. Over the past 5 years, the average wind speed in the project area is approximately 5 mph with maximum wind gusts averaging 33 mph (WRCC 2021). The project area is subject to seasonal Santa Ana winds, which typically present the highest fire danger. In recent fires under Santa Ana wind conditions wind gusts were observed to be between 70-96 mph (Pinho and Smith 2020). The project is a Public Works road improvement project and would not include habitable structures or permanent occupants. As such, project occupants would be limited to workers on site during project construction as well as passing motorists during construction and operation.

Construction: Construction of the project would occur within the existing paved ROW for Colima Road and would not substantially alter on-site slopes or influence prevailing winds or other factors that could exacerbate wildfire risk. However, the project construction would introduce potential ignition sources to the project site including the use of vehicles, heavy machinery, and accidental human-caused ignitions or any potential hot work. The project would be conducted in accordance with the local and state regulations governing fire protection and safety. The City of Whittier and the City of Industry have adopted the 2020 County of Los Angeles Fire Code which also applies to the surrounding unincorporated communities of Hacienda Heights and Rowland Heights. The 2020 County of Los Angeles Fire Code adopts the 2019 California Fire Code with local amendments. Construction would comply with required fire protection and fire safety best practices for activities in wildfire risk areas defined in Section 326 of the County of Los Angeles Fire Code. Any equipment operated within the project site would have a qualified device or spark arrester in compliance with Section 326.12.1 of the County Fire Code. To limit the possibility of accidental ignition, smoking shall be prohibited in areas where flammable or combustible materials exist, such as flammable vegetative fuel beds (CFC Section 31.2). Further, prior to the operation of the road, if required by the LACFD, LADPW would install and maintain a minimum of 10-foot-wide roadside fuel reduction (CFC Section 325.10). In addition to regulatory compliance, Public Works would implement standard best practices to minimize fire risk. During Red Flag Warnings and High to Extreme Fire Danger days, Public Works would be empowered to limit or pause construction activities.

Operation: The operational purpose of Colima Road would largely remain the same once construction is completed. Currently, Colima Rd is classified as a Major County highway going from the City of Whittier to the City of Industry (County of Los Angeles 2021a). Due to vehicle usage, roadways can be a source of potential wildfire ignitions (CAL FIRE 2019) however, this risk is known under existing conditions, as Colima Road currently exists and is in use. Further, the purpose of the project is to provide congestion relief, allowing for more efficient and safer usage of Colima Road. In turn, this may reduce the potential for wildfire ignitions as a result of motor vehicle accidents. Further, the widening of Colima Road would introduce more hardscape in a flammable vegetative area and potentially serve as a fuel break. Therefore, the operation of the project would not substantially alter on-site slopes, influence prevailing winds, exacerbate wildfire risk or introduce new ignition sources.

As discussed in Section 3.9, to minimize wildfire-related risks, the proposed project will prepare a CFPP and impose any and all conditions required by the applicable LACFD division. This would reduce the circumstances in which a fire could occur as a result of the project construction. Together with implementation of MM-WF-1, standard measures to reduce wildfire risk, and compliance with local and state regulations related to fire safety, these actions would ensure that the project would not exacerbate wildfire risk. Further, as the project is improving an existing roadway, the risk from a wildfire under operational conditions is already known under existing conditions. Public Works would provide routine maintenance of the road and in event of an emergency may aid in emergency management. As such, despite the project's location in a fire hazard area, the project would not expose project occupants to

pollutant concentrations, or the uncontrolled spread of wildfire, and the impacts would be less than significant with mitigation incorporated.

MM-WF-1 **Plant Palette.** The project plant palette has been established; however, should any changes be proposed those changes shall not contain invasive or highly flammable plant species as indicated on the Los Angeles County undesirable plants list (listed below). The plant palette shall be submitted to the Los Angeles County Fire Department for review and approval 30 days prior to the initiation of construction activities.

- *Adenostoma fasciculatum* – Chamise
- *Adenostoma sparsifolium* – Red Shank
- *Artemisia californica* – California Sagebrush
- *Eriogonum fasciculatum* – Common Buckwheat
- *Cortaderia* spp. – Pampas Grass
- *Cupressus* spp. – Cypress
- *Eucalyptus* spp. – Eucalyptus
- *Jasminum humile* – Italian Jasmine
- *Plumbago auriculata* – Cape Plumbago
- *Tecoma capensis* – Cape Honeysuckle

c) 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?

Less Than Significant Impact. The project would involve the construction and operation of new infrastructure within the existing Colima Road ROW. The majority of the project construction would occur within the boundaries of the existing ROW and would not include the need for off-site construction activities. The project would involve improvements to Colima Road to add a third vehicle traffic lane in each direction from Halliburton Road to Fullerton Road. Median landscaping and a Class II Bike Lane would be built from the City of Whittier boundary to Hacienda Boulevard. Additionally, other project activities such as concrete repair, catch basin reconstruction, tree removal, tree planting, streetlight relocation, traffic signal relocation/upgrades, and ADA curb ramp upgrades would be implemented. On the north side of Colima Road from Azusa Avenue to East of Stoner Creed Road, vaults, utility cabinets, pull boxes, traffic signal lights, streetlights, and fire hydrants would be relocated to accommodate for the street widening. The widening of the road would provide congestion relief, per the County of Los Angeles recommendation, and is anticipated to have a positive impact on emergency response. Construction of associated infrastructure would be conducted in accordance with the plans and policies discussed in Section 3.9(g), Hazards and Hazardous Materials and local and state regulations governing fire safety, as discussed in Section 3.20(b). Additionally, Public Works would implement standard BMPs to minimize fire risk.

Construction and operation of the project would not generate the need for new or altered facilities as discussed in Section 3.19, Utilities and Service Systems. The project activities involved with the installation or maintenance of infrastructure that require ground disturbance and the use of heavy machinery associated with trenching, grading, site work, and other construction/maintenance activities and could result in a temporary or ongoing impact on the environment. However, the installation and maintenance of

associated infrastructure have been analyzed herein. Therefore, any potential or ongoing environmental impacts related to the components of the proposed project that may have exacerbated fire risks have been accounted for and analyzed as part of the impact assessment conducted for the whole of the project. Additionally, the project would be required to comply with all regulatory requirements and mitigation measures outlined within the MND for the purpose of mitigating impacts associated with project installation and the potential for increased fire risks. No adverse physical effects beyond those already disclosed and mitigated would occur because of the implementation of the project's associated infrastructure. With the preparation of the CFPP, LACFD imposed conditions, standard measures to reduce fire risk, and compliance with regulatory requirements, the installation and maintenance of associated infrastructure would not exacerbate wildfire risk or result in impacts to the environment beyond those already disclosed throughout this document, the impacts would be less than significant.

d) 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?

Less Than Significant Impact. As identified in the County of Los Angeles General Plan 2035 and discussed in Section 3.7, Geology and Soils, the western end of the project is located in a seismically induced landslide and liquefaction zone. The Whittier Fault is the closest fault to the project and has an unknown return interval (County of Los Angeles 2019). However, while there is evidence of dormant mature and relict landslides there have been no known active landslides that have occurred on or adjacent to the project site (DOC 2019). Further, the project does not include activities that would induce post-fire slope instability, such as prescribed burning.

The project site and surrounding areas are topographically diverse. Slope failure, mudflows, and landslides are common in areas with steep hillsides and embankments that can be exacerbated in a post-fire environment. In the last ten years, two fires have occurred adjacent to, but outside the project boundary (CAL FIRE 2021c). Given the project site location in a VHFHSZ and HFHSZ and recent wildfires in the surrounding area construction workers could be indirectly exposed to downslope or downstream flooding as a result of post-fire conditions. However, the project itself is not expected to result in substantial soil erosion or loss of topsoil as it is occurring within a paved ROW. Further, construction workers would be on-site temporarily. As such, the risk of exposing people to the significant risk associated with post-fire instability would be minimal.

As discussed in Section 3.10, Hydrology and Water Quality, several storm drain channels provide drainage along the project segment of Colima Road which are maintained by the Los Angeles County Flood Control District and Public Works. Included in the project is the reconstruction of six existing catch basins. As the project is reconstructing and improving six stormwater facilities it is not expected to increase the rate of surface run-off, impact the existing drainage pattern or result in off-site or on-site flooding. Therefore, the project would not result in the alteration of the existing drainage pattern.

Given the nature of the project as a whole, its occurrence in an existing paved ROW, and related project activities the projects potential to expose people or structures to downslope/downstream flooding, or landslides as a result of runoff, post-fire slope instability, or drainage changes would be less than significant.

3.21 Mandatory Findings of Significance

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

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 Impact with Mitigation Incorporated. As discussed in Section 3.4, Biological Resources, construction of the proposed project would potentially result in significant impacts to biological resources. However, with incorporation of mitigation measures MM-BIO-1 through MM-BIO-4, all potentially significant impacts would be reduced to a level below significance. The proposed project would not substantially degrade the quality of the environment, impact fish or wildlife species, or plant communities. As discussed in Section 3.5, Cultural Resources, and Section 3.18, Tribal Cultural Resources, potential impacts regarding unknown intact archaeological resources and TCRs that could be encountered during ground disturbing activities within native soils. However, with implementation of mitigation measures MM-CUL-1, MM-CUL-2, MM-CUL-3, MM-CUL-4, and MM-TCR-1 impacts would be reduced to less than significant. Overall, impacts would be less than significant with the incorporation of mitigation.

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)?

Less Than Significant Impact with Mitigation Incorporated. As provided in the analysis presented in Chapter 3, the proposed project would not result in significant impacts to Aesthetics, Agriculture and Forestry Resources, Air Quality, Cultural Resources, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Utilities and Service Systems. Mitigation measures recommended for Biological Resources, Geology and Soils, Hazards and Hazardous Materials, Tribal Cultural Resources, and Wildfire would reduce impacts to below a level of significance.

The proposed project would incrementally contribute to cumulative impacts for projects occurring within the vicinity of the project site. With mitigation, however, implementation of the proposed project would not result in any residually significant impacts that could contribute to a cumulative impact. In the absence of residually significant impacts, the incremental accumulation of effects would not be cumulatively considerable and would be less than significant.

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 Incorporated. The potential for adverse direct or indirect impacts to human beings was considered throughout Chapter 3 of this IS/MND. Based on this evaluation, there is no substantial evidence that construction or operation of the proposed project with the proposed mitigation measures incorporated would result in a substantial adverse effect on human beings. Impacts would be less than significant with incorporation of mitigation measures.

4 References and Preparers

4.1 References

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4.2 List of Preparers

County of Los Angeles Department of Public Works

Ed Dingman, Program Manager
Dale Sakamoto, Project Manager/Civil Engineer
Kurnia "Michael" Loekman, PE, Project Manager
Kent Tsuji, Traffic Engineer
Robinson Siagian, Civil Engineer
Elizabeth Ibrahim, Traffic Engineer
Javaneh Noorparvar, Roadway Design Engineer

Dudek

Jason Reynolds, Project Manager
Andrew Talbert, AICP, Environmental Planner
Josh Saunders, AICP, Environmental Planner
Samantha Robinson, Environmental Analyst
Matthew Morales, Air Quality Specialist
Michael Cady, Senior Biologist
Heather McDevitt, Senior Archaeologist
Allison Lyons, Senior Architectural Historian
Kate G. Kaiser, MSHP, Architectural Historian
Audrey Herschberger, PE, Hazards/Environmental Engineer
Michael Greene, INCE Bd. Cert., Acoustician
Sabita Tewani, AICP, Transportation Planner
Dana Link-Herrera, Urban Forestry Analyst
Alessandra Zambrano, Fire Protection Analyst
Spenser Lucarelli, GIS Specialist
Paul Caligiuri, Senior Designer

5 Responses to Comments

This section includes a copy of each comment letter provided during the public review period of the IS/MND. The comment letters received have each been assigned a letter (e.g., A, B, C). The issues within each comment letter are bracketed and numbered (e.g., A-1, A-2). Comment letters are followed by responses, which are numbered to correspond with the bracketed comments. The comment letters and emails that were received by Public Works are listed in Table 5-1.

These responses to comments on the IS/MND represent a good-faith, reasoned effort by the County to address the environmental issues identified by the comments. Pursuant to CEQA Guidelines Section 15074(b), decision makers will consider the IS/MND together with the comments received during the public review process.

Table 5-1. List of Commenters on the Initial Study/Mitigated Negative Declaration

Comment Letter	Date of Letter	Commenter
A	September 17, 2021	Wilson Li
B	September 19 and 20, 2021	Teri Malkin
C	September 17, 2021	Gabrieleno Band of Mission Indians – Kizh Nation
D	September 10 and 13, 2021	Nancy Brown

Comment Letter A

From: Wilson Li <yqli88@gmail.com>
Sent: Thursday, September 16, 2021 7:27 PM
To: Dale Sakamoto
Subject: Colima Road Improvement Project

CAUTION: External Email. Proceed Responsibly.

Dale,

I am a resident of Rowland Heights that lives a few blocks from the affected section of road.
I need you to seriously assess the traffic situation before proceeding with any work. Anyone who drives this road regularly and has noticed any traffic issues knows the actual cause of the problem is the structure and pattern in which the lights change at the Fullerton and Colima intersection. The pattern currently creates bottlenecks in both North-South and East-West directions due to the restrictive timing on nearby lights on Batson and the short segment of road in between the lights. When a short segment of street has a long red light while the proceeding larger intersection has long green lights, there will obviously be congestion, and simply adding more lanes will not alleviate this problem. A-1

Second, if you did a serious assessment and found that additional lanes would alleviate the traffic problem, the timing of the construction needs to be such that it is performed MUCH later than the current ongoing construction on Fullerton and Gale. Gale Ave runs parallel to Colima and can serve partially as an outlet for overflow traffic. However, since Gale is under construction for what has been the better part of 5 or more years now, all traffic through the area must run through Colima. Therefore, in order to truly judge the behavior and traffic of the area, the bypass through Gale must first be opened and proper time to assess its impact on the neighboring areas to ensure modifications to Colima is the right decision. I, for one, used to take Gale in lieu of Colima, but have not had this option since construction on Gale began near Nogales Ave and now onwards to Fullerton. A-2

I trust the department of public works knows these facts and will do their due diligence in assessing the situation. However, since we are receiving notice of construction now, I believe the public works department has not properly assessed the situation. Please consider all alternatives to widening the lanes first, since simultaneous construction on both Gale and Colima will essentially make Rowland Heights an unbearable city in which to live. Colima is the main artery that runs through this city. A-3

I wish to hear back regarding your thoughts actions the city has taken to assess the traffic situation and what it intends to do in the future.

Thank you,
Wilson

1

Response to Comment Letter A

Wilson Li
September 17, 2021

A-1 This comment raises an issue regarding the existing signal timing and traffic congestion between intersections along Colima Road. The comment further suggests assessing the current traffic prior to proceeding with the proposed project. With respect to the analysis contained within the Draft MND, pursuant to Senate Bill (SB) 743, the County adopted Transportation Impact Guidelines (Los Angeles County Public Works 2020) to include vehicle miles traveled (VMT) as the new metric to evaluate the significance of transportation impacts, as opposed to an analysis based upon congestion (i.e., level of service). However, the County's Traffic Signal Synchronization Program allows coordinating the timing of signals between successive intersections and accordingly adjusts the timing to facilitate the movement of vehicles through the intersections. Once construction is complete, Public Works would review the traffic signal timing of intersections along Colima Road and that would take into account improved traffic flow along Colima Road (due to the additional travel lanes) which would reduce delays (at intersections) along the corridor.

A-2 This comment suggests that current construction along Gale Avenue should be completed prior to the start of the proposed project to better understand the traffic patterns of the area. As described in Section 2.3, Project Description, of the Draft MND, the proposed project is anticipated to begin construction in early 2022 and would last approximately 22 months. The referenced construction at Gale Avenue is a part of the larger project known as the Alameda Corridor-East Project. The Fullerton Road Grade Separate Project at Gale Avenue has restarted in September 2021 and is anticipated to be completed in August 2024. As such, there would be overlap between the construction of the two projects. However, construction of the proposed project would only affect smaller segments of Colima Road at any given time. Implementation of construction traffic plans would aid in facilitating vehicle flow. Both projects are regional major transportation projects intended to relieve congestion and improve public safety of motorists and other modes of transport.

A-3 This comment expresses the opinion of the commenter regarding timing of construction and the proposed improvements. Please refer to Response to Comments A-1 and A-2.

Comment Letter B

From: The Malkin Family <dtmalkin@gmail.com>
Sent: Monday, September 20, 2021 10:34 AM
To: Dale Sakamoto; Henry and Lily Woo
Subject: Re: Direct link to login needed
Attachments: Colima Road traffic congestion relief improvement - Mitigated Neg Declaration.pdf

CAUTION: External Email. Proceed Responsibly.

Also, I was wondering if the painted green medians will have real landscaping. B-1

On Mon, Sep 20, 2021 at 10:16 AM Dale Sakamoto <DSAKAMOT@dpw.lacounty.gov> wrote:

> Thank you for your request.
>
> Please advise/confirm for which project you are requesting this information.
>
> ---
>
> **From:** The Malkin Family <dtmalkin@gmail.com>
> **Sent:** Sunday, September 19, 2021 2:42 PM
> **To:** Dale Sakamoto <DSAKAMOT@dpw.lacounty.gov>
> **Cc:** Henry and Lily Woo <hwadesign2013@gmail.com>
> **Subject:** Direct link to login needed
>
> CAUTION: External Email. Proceed Responsibly.
>
> Can you send us the actual zoom (or whatever meeting format you use) link so that we can directly login? Very cumbersome with a pdf format in this letter to have to manually type it in, then go to the Supervisor's Board Agenda website to get the information, then manually type that information in order to log into the meeting. Not very conducive to getting community participation. Just sending us the login and code for us would be most helpful.
>
> Thank you.
>
> Teri Malkin

B-2

Response to Comment Letter B

Teri Malkin
September 19 and 20, 2021

B-1 This comment asks if the proposed medians with have real landscaping. Please refer to Section 2.3, Project Description, for a description of proposed landscaping. As described in Section 2.3, landscaping would take place within the newly constructed, narrowed medians, as well as within existing median segments where width modifications are not proposed. Landscaping within the medians would primarily consist of river rock paving with low/medium water use plantings, such as agave, coyote bushes, and bougainvillea. Approximately 87 trees would be removed and replanted on both the east and westbound sidewalks. This comment does not raise an issue regarding the adequacy of analysis contained in the Draft IS/MND and no further response is required.

B-2 This comment contains questions relating to login information for a virtual public meeting that appears unrelated to the proposed project. No further response is required.

Comment Letter C

GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Adopt Mitigative Declaration Study / Mitigated Negative Declaration

September 17, 2021

Project Name: Colima Road Improvements Project City of Whittier to Fullerton Road

Dear Dale Sakamoto,

We have received your Notice of the Adopt Mitigative Negative Declaration for the Colima Road Improvement Project. Our Tribal Government would like to be consulted if any ground disturbance will be conducted for this project. C-1

Sincerely,
Gabrieleno Band of Mission Indians/Kizh Nation
(1844) 390-0787 Office

PO Box 393 Covina, CA 91723 www.gabrielenoindians@yahoo.com gabrielenoindians@yahoo.com

Response to Comment Letter C

Gabrieleno Band of Mission Indians – Kizh Nation
September 17, 2021

C-1 This comment contains a request for consultation by the Gabrieleno Band of Mission Indians – Kizh Nation if any ground disturbance will be conducted for the project. Public Works has been in communication with the Kizh Nation regarding the proposed project, as summarize in Section 3.18, Tribal Cultural Resources, of the Draft IS/MND. Given the nature of the project, only portions of construction activities, such as sign and light pole replacement, have potential to disturb intact and previously undisturbed soils. As required by mitigation measure MM-TCR-1, the Tribal monitor retained for project ground disturbing activities will only be present on-site during the construction phases that involve initial ground-disturbing activities within those Project areas where signal and light poles will be replaced and any other areas disturbing intact and previously undisturbed soils. Public Works will continue coordination with the Kizh Nation as the project progresses. This comment does not raise an issue regarding the adequacy of analysis contained in the Draft IS/MND and no further response is required.

Comment Letter D

Phone Record Comment Summary

A comment was provided by Nancy Brown via phone to Dale Sakamoto on September 10 and 13, 2021. Mr. Sakamoto returned Ms. Brown's call on September 13, 2021. Ms. Brown left a voicemail requesting confirmation of the addition of a third traffic lane between Halliburton Road to Fullerton Road along the project alignment. D-1

Response to Comment Letter D

Nancy Brown
September 10 and 13, 2021

D-1 This comment requests clarification on the proposed number of additional travel lanes between Halliburton Road and Fullerton Road. Table 2-1 of the Draft IS/MND provides a summary of improvements to Colima Road included in the proposed project. As shown in Table 2-1, the proposed project would result in the provision of three travel lanes in each direction from Halliburton Road to Fullerton Road along the project alignment. This comment does not raise an issue regarding the adequacy of analysis contained in the Draft IS/MND and no further response is required.

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6 Mitigation, Monitoring, and Reporting Program

CEQA requires that public agencies adopting MNDs take affirmative steps to determine that approved mitigation measures are implemented subsequent to project approval. The lead agency must adopt a reporting and monitoring program for the mitigation measures incorporated into a project or included as conditions of approval. The program must be designed to ensure compliance with the IS/MND during project implementation (California Public Resources Code, Section 21081.6(a)(1)).

The Mitigation Monitoring and Reporting Program (MMRP) will be used by the County as lead agency to ensure compliance with adopted mitigation measures identified in this IS/MND. The County, as lead agency pursuant to the CEQA Guidelines, will ensure that all mitigation measures are carried out.

Table 6-1 identifies the mitigation monitoring and reporting requirements.

Table 6-1. Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	*Date*	*Notes*
Biological Resources						
MM-BIO-1	**Delineating Critical Habitat.** Coastal California gnatcatcher critical habitat shall be clearly delineated within the project design plans as to avoid any impacts to this species or its associated habitat. These areas of coastal sage scrub shall be designated as Environmentally Sensitive Areas (ESAs) in the field. The field biologist shall delineate all ESAs within the project footprint and immediately surrounding areas. Prior to clearing vegetation or construction within or adjacent to the ESAs, the contractor shall install highly visible barriers (e.g., orange construction fencing) adjacent to the project footprint to designate ESAs to be avoided and preserved in place. No grading or fill activity of any type shall be permitted within these ESAs. No construction activities, materials, or equipment shall be allowed within the ESAs. A qualified biologist (someone with 5 years of experience in the project region) shall supervise the placement of ESA fencing.	Prior to and during construction	County of Los Angeles Department of Public Works			
MM-BIO-2	**Pre-Construction Presence/Absence Coastal California Gnatcatcher Survey.** A presence and absence survey for coastal California gnatcatcher is required during the nesting season for the species (February 15 to August 15) prior to vegetation removal and construction activities that are conducted within 500 feet of coastal California gnatcatcher critical habitat. The survey shall be conducted by a qualified biologist who has a U.S. Fish and Wildlife Service-issued 10(a)(1)(A) permit for the species.	Prior to construction	County of Los Angeles Department of Public Works			

Table 6-1. Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	*Date*	*Notes*
MM-BIO-3	**Pre-Construction Presence/Absence Coastal Cactus Wren Survey**. A presence and absence survey for coastal cactus wren is required during the nesting season (February 15 to August 15) prior to vegetation removal and construction activities that are conducted within 500 feet of coastal California gnatcatcher critical habitat. The survey shall be conducted by a qualified biologist (someone with 5 years of experience in the project region) who has experience with the species.	Prior to construction	County of Los Angeles Department of Public Works			
MM-BIO-4	**Significant Ecological Areas.** A qualified biologist shall delineate all areas designated as SEAs as Environmentally Sensitive Areas (ESAs). Prior to construction adjacent to ESAs, highly visible barriers (e.g., orange construction fencing) shall be installed adjacent to the project footprint to designate ESAs to be preserved in place. No grading or fill activity of any type shall be permitted within these ESAs. In addition, no construction activities, materials, or equipment shall be allowed within the ESAs. All construction equipment shall be operated in a manner to prevent accidental damage to nearby ESAs. No permanent or temporary structure of any kind, or incidental storage of equipment or supplies, shall be allowed within the ESAs.	Prior to and during construction	County of Los Angeles Department of Public Works			
Cultural Resources						
MM-CUL-1	**Workers Environmental Awareness Training.** All construction personnel and monitors who are not trained archaeologists would be briefed regarding inadvertent discoveries prior to the start of construction activities. An informational pamphlet and/or a presentation would be prepared in order to ensure proper identification and treatment of	Prior to construction	County of Los Angeles Department of Public Works			

Table 6-1. Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	*Date*	*Notes*
	inadvertent discoveries. The purpose of the Workers Environmental Awareness Program (WEAP) training is to provide specific details on the kinds of archaeological materials that may be identified during construction of the project and explain the importance of and legal basis for the protection of significant archaeological resources. Each worker would also learn the proper procedures to follow in the event that cultural resources or human remains are uncovered during ground-disturbing activities. These procedures include work curtailment or redirection, and the immediate contact of the site supervisor and archaeological monitor.					
MM-CUL-2	**On Call Archaeological Monitoring.** A qualified archaeologist would be retained and on-call to respond and address any inadvertent discoveries identified during initial excavation in native soil. Initial excavation is defined as initial construction-related earth moving of sediments from their place of deposition. All work conducted would be overseen by an archaeological principal investigator, meeting the Secretary of the Interior's Professional Qualification Standards. If monitoring is conducted, an archaeological monitoring report would be prepared within 60 days following completion of ground disturbance and submitted to the County for review. This report should document compliance with approved mitigation, document the monitoring efforts, and include an appendix with daily monitoring logs. The final report would be submitted to the SCCIC.	During construction	County of Los Angeles Department of Public Works			
MM-CUL-3	**Protocols in the Case of Inadvertent Discovery of Archaeological Resources.** In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the	During construction	County of Los Angeles Department of Public Works			

Table 6-1. Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	*Date*	*Notes*
	proposed project, all construction work occurring within 100 feet of the find would immediately stop and a qualified archaeologist is notified immediately to assess the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find, the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work such as preparation of an archaeological treatment plan, testing, data recovery, or monitoring may be warranted.					
MM-CUL-4	**Protocols in the Case of Inadvertent Discovery of Human Remains.** In the event that human remains are encountered during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop. In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner would be notified within 24 hours of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains would occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) in Sacramento within 24 hours. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site.	During construction	County of Los Angeles Department of Public Works			

Table 6-1. Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	*Date*	*Notes*
	The MLD would then determine, in consultation with the property owner, the disposition of the human remains. As such, impacts to human remains would be less than significant, and no mitigation would be required.					
Geology and Soils						
MM-GEO-1	In the event that paleontological resources (fossil remains) are exposed during construction activities for the project, all construction work occurring within 50 feet of the find shall immediately stop until a qualified paleontologist, as defined by the Society of Vertebrate Paleontology's guidelines, can assess the nature and importance of the find. Depending on the significance of the find, the paleontologist may record the find and allow work to continue or recommend salvage and recovery of the resource. All recommendations shall be made in accordance with the Society of Vertebrate Paleontology's guidelines and shall be subject to review and approval by the County. Work in the area of the find may only resume upon approval of a qualified paleontologist.	During construction	County of Los Angeles Department of Public Works			
Hazards and Hazardous Materials						
MM-HAZ-1	**Methane Monitoring.** Methane monitoring and stop work procedures shall be in place in all on-site construction health and safety plans developed by the County and their contractor(s). Methane monitoring shall occur for all excavation activities greater than 4 feet in depth occurring within 300 feet of any oil and gas well. At a minimum, a methane gas detector and oxygen meter shall be used to monitor for methane as well as oxygen content within the excavation. Stop work procedures shall be in place in the event methane is detected and/or oxygen levels drop below	Prior to and during construction	County of Los Angeles Department of Public Works			

Table 6-1. Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	*Date*	*Notes*
	19.5%, which is the minimum acceptable oxygen level established by Occupational Safety and Health Administration (OSHA). Methane concentrations shall not reach above the lower explosive limit (LEL) of 5% or the NIOSH 8-hour Threshold Limit Value of 1,000 parts per million (ppm).					
MM-HAZ-2	**Hazardous Materials Abatement Plan.** Should any hazardous materials be discovered as a result of the County's hazardous materials study, including discovery of aerially deposited lead, lead chromate traffic striping, and/or treated wood waste, an abatement plan shall be prepared. The required abatement plan shall include detailed requirements regarding the handling, transportation, and/or disposal of all identified hazardous materials/wastes and shall ensure compliance with all applicable federal state, and local regulations governing these activities. Any resulting handling, transport, and disposal regulations that may be identified shall be reviewed and approved by the County.	Prior to and during construction	County of Los Angeles Department of Public Works			
Tribal Cultural Resources						
MM-TCR-1	**Native American Monitoring.** Prior to the commencement of any ground disturbing activity at the Project site, the project applicant shall retain a Native American Monitor approved by the Gabrieleño Band of Mission Indians-Kizh Nation (Consulting Tribe on this project pursuant to Assembly Bill 52). A copy of the executed contract shall be submitted to the County of Los Angeles Planning and Building Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal monitor will only be present on-site during the construction phases that involve initial ground-	Prior to and during construction	County of Los Angeles Department of Public Works			

Table 6-1. Mitigation Monitoring and Reporting Program

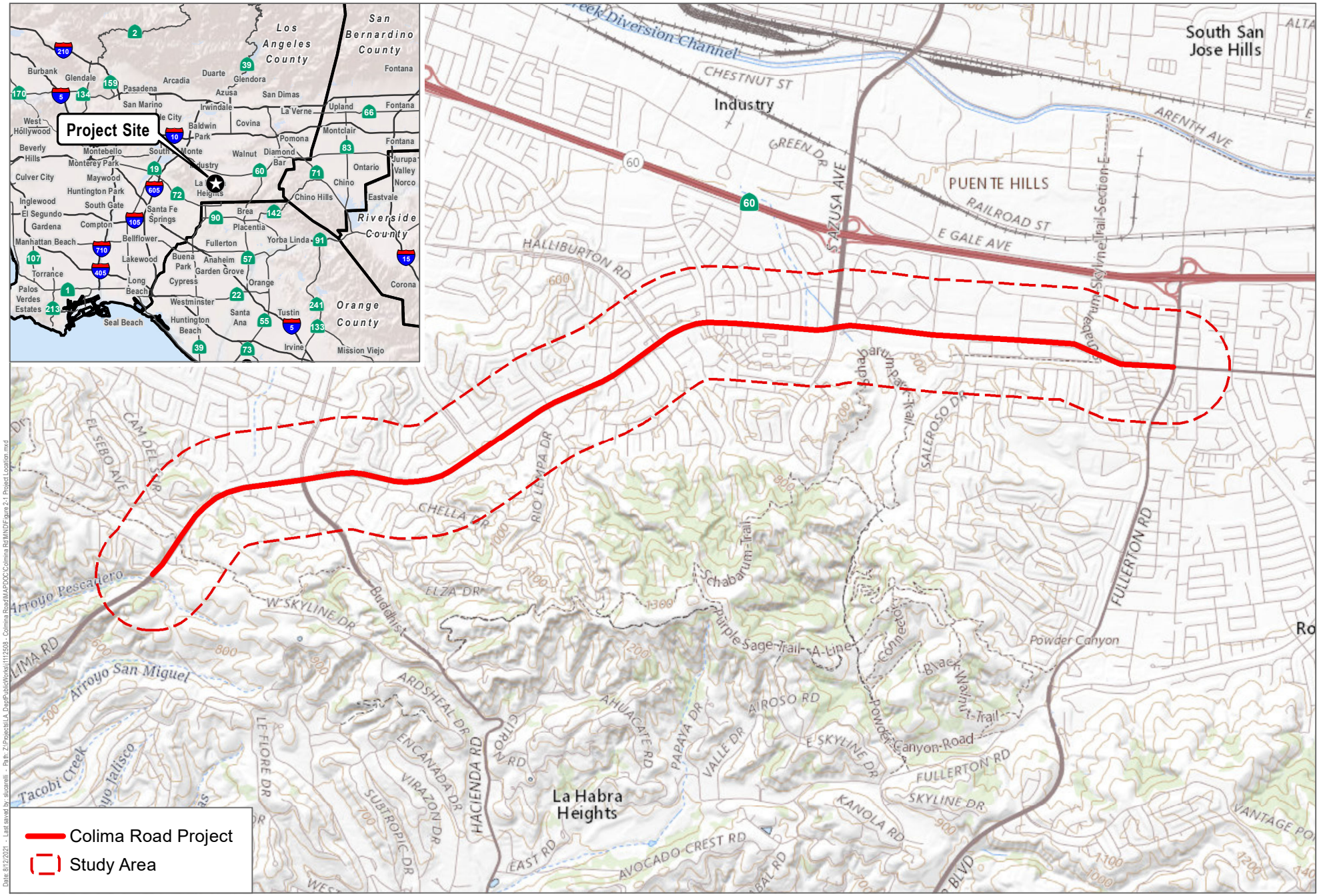
Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	*Date*	*Notes*
	disturbing activities within those Project areas where signal and light poles will be replaced and any other areas disturbing intact and previously undisturbed soils. Initial ground-disturbing activities is defined as movement of sediments from their place of last deposition prior to commencement of the Project. As it pertains to Native American monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by Project-related construction. The Tribal Monitor will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site tribal monitoring shall end when the qualified archaeologist has determined that all initial ground-disturbing activities within the Project areas described above (as defined above) are completed, or when the qualified archaeologist and Tribal Representatives/Monitor have indicated that all upcoming ground-disturbing activities at the Project Site have little to no potential for impacting known or unknown Tribal Cultural Resources (whichever defined threshold is met first). Upon discovery of any Tribal Cultural Resources, construction activities shall cease in the immediate vicinity of the find and a buffer of 50 feet will be established where no ground disturbing work will be allowed to occur until the find can be assessed and if required, treated according to CEQA requirements. All Tribal Cultural Resources unearthed by project activities shall be evaluated by the qualified archaeologist retained on-call and Tribal monitor approved by the Consulting Tribe. If the resources are Native American in origin, the Consulting					

Table 6-1. Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	*Date*	*Notes*
	Tribe will retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the Project Site, all ground disturbance shall immediately cease within 100 feet of the find and suspected extent of human remains as determined by the qualified archaeologist retained on-call and Tribal monitor approved by the Consulting Tribe. The county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue on other parts of the Project Site (outside the 100-foot buffer) while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section 15064.5[f]).					
Wildfire						
MM-WF-1	**Plant Palette.** The project plant palette has been established; however, should any changes be proposed those changes shall not contain invasive or highly flammable plant species as indicated on the Los Angeles County undesirable plants list (listed below). The plant palette shall be submitted to the Los Angeles County Fire Department for review and approval 30 days prior to the initiation of construction activities. • *Adenostoma fasciculatum* – Chamise • *Adenostoma sparsifolium* – Red Shank • *Artemisia californica* – California Sagebrush • *Eriogonum fasciculatum* – Common Buckwheat • *Cortaderia* spp. – Pampas Grass • *Cupressus* spp. – Cypress	Prior to construction	County of Los Angeles Department of Public Works			

Table 6-1. Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Time Frame for Implementation	Responsible Monitoring Agency	Verification of Compliance		
				Initials	*Date*	*Notes*
	• *Eucalyptus* spp. – Eucalyptus • *Jasminum humile* – Italian Jasmine • *Plumbago auriculata* – Cape Plumbago • *Tecoma capensis* – Cape Honeysuckle					



SOURCE: USGS National Map 2021;
La Habra Quadrangle

DUDEK

0 1,500 3,000 Feet

FIGURE 2-1

Project Location

Colima Road Improvement Project Mitigated Negative Declaration

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SOURCE: Maxar 2020

DUDEK

0 800 1,600 Feet

FIGURE 2-2A

Project Site and Surroundings

Colima Road Improvement Project Mitigated Negative Declaration

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SOURCE: Maxar 2020

DUDEK

0 130 260 Feet

FIGURE 2-2B

Project Site and Surroundings - Segment 1

Colima Road Improvement Project Mitigated Negative Declaration

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SOURCE: Maxar 2020

DUDEK

0 285 570 Feet

FIGURE 2-2C

Project Site and Surroundings - Segment 2

Colima Road Improvement Project Mitigated Negative Declaration

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SOURCE: Maxar 2020

DUDEK

0 137.5 275 Feet

FIGURE 2-2D

Project Site and Surroundings - Segment 3

Colima Road Improvement Project Mitigated Negative Declaration

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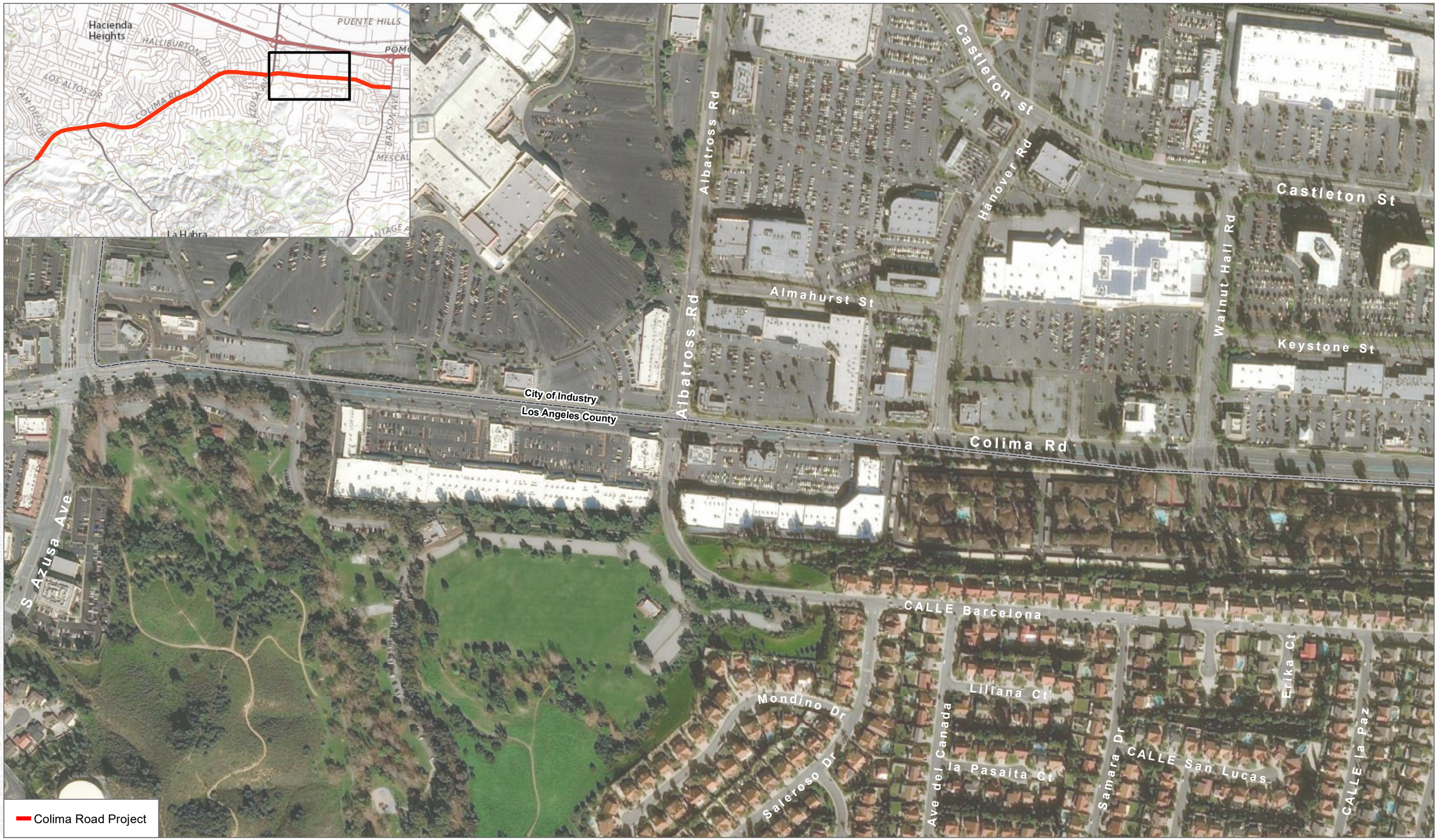

SOURCE: Maxar 2020

DUDEK 0 165 330 Feet

FIGURE 2-2E

Project Site and Surroundings - Segment 4

Colima Road Improvement Project Mitigated Negative Declaration

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SOURCE: Maxar 2020

DUDEK

0 62.5 125 Feet

FIGURE 2-2F

Project Site and Surroundings - Segment 5

Colima Road Improvement Project Mitigated Negative Declaration

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SOURCE: Maxar 2020

DUDEK 0 40 80 Feet

FIGURE 2-2G

Project Site and Surroundings - Segment 6

Colima Road Improvement Project Mitigated Negative Declaration

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SOURCE: Bing Maps 2021

DUDEK

0 100 200 Feet

FIGURE 2-3

Temporary Construction Easements

Colima Road Improvement Project Mitigated Negative Declaration

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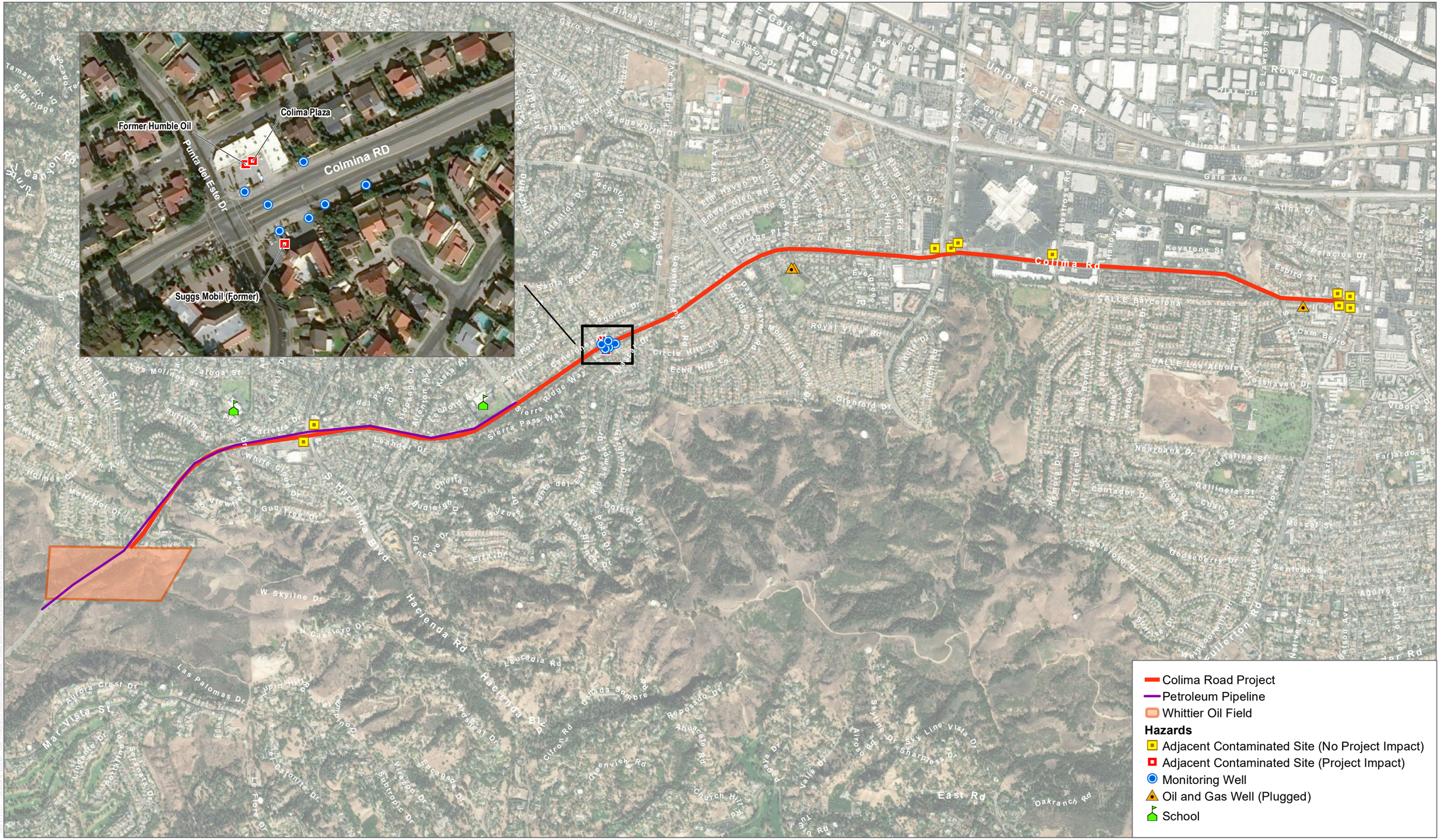

SOURCE: Maxar 2020; CalGEM 2021; GeoTracker2021; Stantec 2020

DUDEK

0 875 1,750 Feet

FIGURE 3.9-1

Hazards

Colima Road Improvement Project Mitigated Negative Declaration

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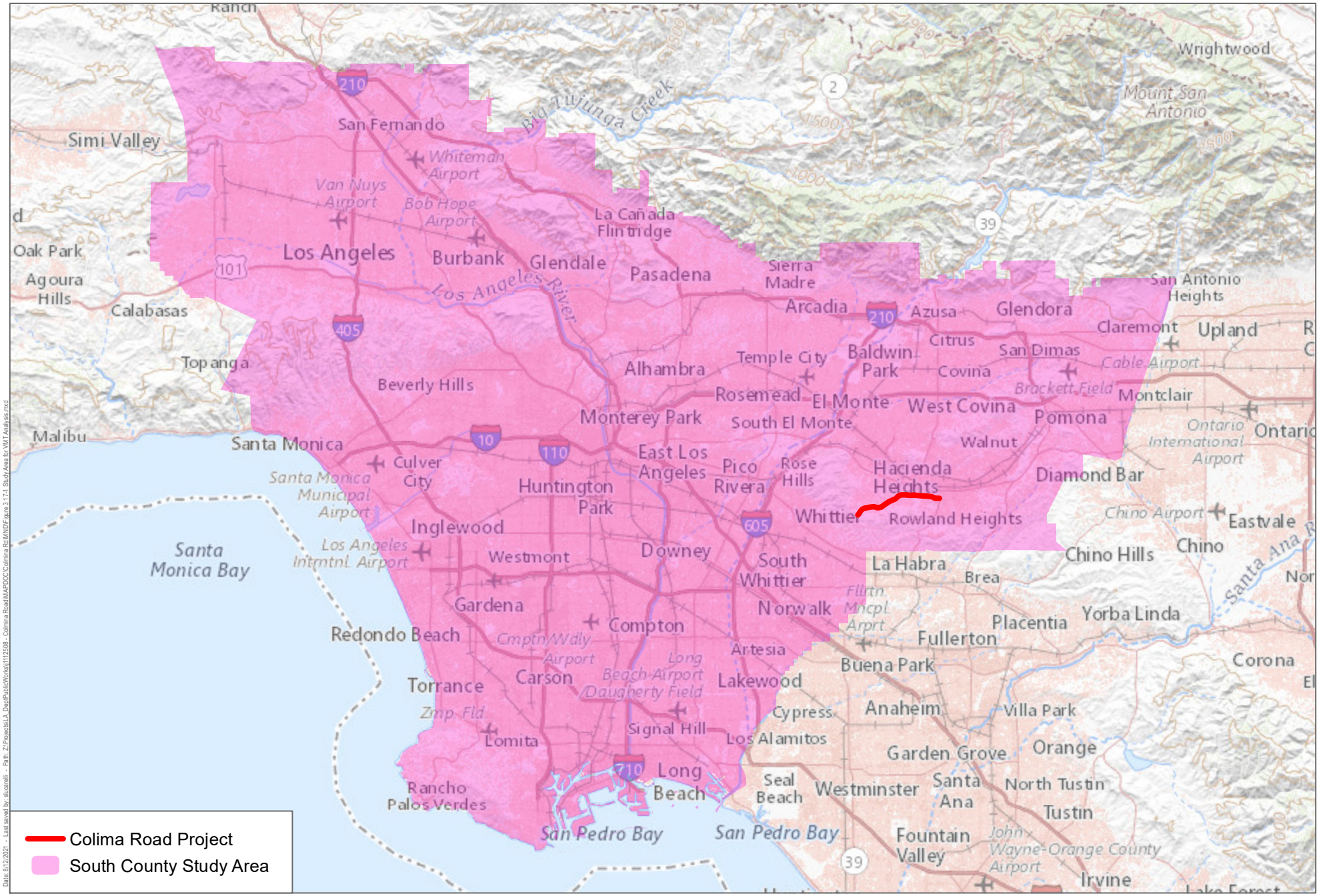

SOURCE: USGS National Map 2021;
La Habra Quadrangle

DUDEK

FIGURE 3.17-1

Study Area for VMT Analysis

Colima Road Improvement Project Mitigated Negative Declaration

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Colima Road Project

Fire Hazard Severity Zones

- Very High
- High
- Moderate

SOURCE: USGS National Map 2021; Calfire 2019

DUDEK

0 850 1,700 Feet

FIGURE 3.20-1

Fire Hazard Severity Zones

Colima Road Improvement Project Mitigated Negative Declaration

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Appendix A

Visual Impact Assessment

Appendix B

Air Quality and Greenhouse Gas Modeling

Appendix C1

Natural Environment Study Review

Appendix C2

Natural Environment Study

Appendix D

Cultural Resources Evaluation

Appendix E

Initial Site Assessment

Appendix F

Noise Analysis

Appendix G

Transportation Impact Assessment