

PUBLIC REVIEW DRAFT | AUGUST 2020
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION



**Lakewood Boulevard at Florence Intersection
Improvement Project (CIP No. 19-07)**

LEAD AGENCY:

City of Downey
11111 Brookshire Avenue
Downey, California 90241
Contact: Ed Norris
562.904.7110

PREPARED BY:

VCS Environmental
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, California 92675
Contact: Dan Bott
949.489.2700



City of Downey



VCS Environmental
EXPERTS IN STRATEGIC SOLUTIONS

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1.0 ENVIRONMENTAL SUMMARY

1.1 Background

1. Project Title:

Lakewood Boulevard at Florence Intersection Improvement Project (CIP No. 19-07)

2. Lead Agency Name and Address:

City of Downey
Planning Department
11111 Brookshire Avenue
Downey, California 90241

3. Contact Person and Phone Number:

Ed Norris, Deputy Director of Public Works | (562) 904-7110

4. Project Location:

The project area is located within the City of Downey, at the intersection of Lakewood Boulevard and Florence Avenue.

5. Project Sponsor's Name and Address:

City of Downey
Public Works Department
11111 Brookshire Avenue
Downey, California 90241

6. General Plan Designation:

The *City of Downey General Plan* designates the project area General Commercial and Office with Lakewood Boulevard and Florence Avenue identified as Major Arterials.

7. Zoning:

As roadway facilities, Lakewood Boulevard and Florence Avenue do not have a designation under the City of Downey Zoning Code. However, areas along all four quadrants of the Lakewood Boulevard/Florence Avenue intersection are designated Commercial (C-2) by the City of Downey Zoning Map.

8. Description of Project:

The proposed project involves roadway widening, to provide additional left turn lanes in the northbound and southbound directions on Lakewood Boulevard, pavement reconstruction, traffic signal modification and utility relocations to the existing Lakewood Boulevard at Florence Avenue intersection within the City of Downey. The project area includes the Lakewood Boulevard at Florence Avenue intersection and approximately 150 feet to 500 feet of all four roadway approaches. Partial right-of-way acquisition will be required on the east side of Lakewood Boulevard and on the south side of Florence Avenue east of Lakewood Boulevard in order to provide the necessary street width for the additional turn lanes.

9. Existing and Surrounding Land Uses

The project area is within an urbanized setting and consists of General Commercial and Office land uses. Surrounding land uses include a mix of General Commercial, Office, Low Density Residential and Medium Density Residential.

10. Other public agencies whose approval is required:

There are no other public agency approvals required.

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? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

In compliance with AB52, the City distributed letters in writing via certified mail to applicable Native American tribes informing them of the project on July 8, 2019. No responses were received from any of the tribes. Given the level of previous disturbance within the project area, it is not expected that any tribal cultural resources as defined in Public Resources Code Section 21074 would occur within the project area. Therefore, the proposed project would not have a significant impact to a historical resource, as defined in PRC Section 5020.1(k). Thus, impacts to a listed or eligible resource under the California Register of Historical Resources or a local register as defined under Public Resources Code section 5020.1(k) are anticipated to be less than significant.

1.2 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” or “Less Than Significant Impact with Mitigation Incorporated,” as indicated by the checklist on the following pages.

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

1.3 Lead Agency Determination

Based on the analysis conducted in this Initial Study, the City of Downey Public Works Department as the Lead Agency, has made the following determination:

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 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. ☐

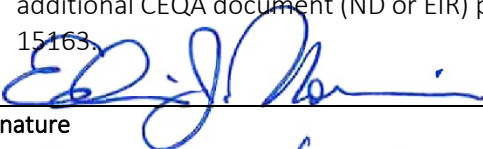
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant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

I find that the proposed project has previously been analyzed as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to the State CEQA Guidelines and the County’s adopted Local CEQA Guidelines. The proposed project is a component of the whole action analyzed in the previously adopted/certified CEQA document. ☐

I find that the proposed project has previously been analyzed as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State and City CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous documentation adequate to cover the project which are documented in this addendum to the earlier CEQA document (CEQA Section 15164). ☐

I find that the proposed project has previously been analyzed as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State and City CEQA Guidelines. However, there is important new information and/or substantial changes have occurred requiring the preparation of an additional CEQA document (ND or EIR) pursuant to CEQA Guidelines Sections 15162 through 15163. ☐

Signature



Edwin J. Norris
Printed Name

Date

7-29-20

1.4 Evaluation of Environmental Impacts

This Initial Study analyzes the potential construction related and long -term operation environmental impacts associated with implementation of the proposed project. The issue areas evaluated in this Initial Study include:

- 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

2.0 INTRODUCTION

2.1 Purpose

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

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

2.2 Statutory Authority and Requirements

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

2.3 Consultation

When the Lead Agency (City of Downey) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies on the environmental documentation to be prepared for the project. Following receipt of any written comments from those agencies, the City will consider their recommendations when formulating the preliminary findings.

2.4 Intended Uses of this Initial Study/Mitigated Negative Declaration

This IS/MND is intended to be an informational document for the City of Downey as Lead Agency, the general public, and for responsible agencies to ensure adequate mitigation measures are identified to reduce potential significant impacts to a less than significant level. The IS/MND would be used as the

supporting CEQA environmental documentation for construction and encroachment permits, access agreements, and related construction contracts and agreements.

2.5 Incorporation by Reference

The planning documents listed below were utilized during the preparation of this Initial Study. These documents are incorporated by reference and were utilized throughout this IS/MND as the fundamental planning documents that may apply to work with the project area. Background information and policy information, as well as specific adopted rules and regulations pertaining to the City of Downey were also relied upon throughout this document. The documents are available for review at the City of Downey, 11111 Brookshire Avenue, Downey, CA 90241.

- City of Downey General Plan (Update 2005). The *City of Downey General Plan* (General Plan) is the long-range guide for growth and development within the City. The *General Plan* also provides guidance to preserve the qualities that define the natural and built environment. The *General Plan* is divided into nine elements, Land Use, Circulation, Housing, Conservation, Safety, Noise, Open Space, Design and Economic Development. Each element contains goals, policies, and programs which are intended to guide land use and development decisions. The *General Plan* is also a tool to help City staff, City Commissions, and the City Council make land use and public investment decisions and provides the framework for the City's *Zoning Code*. It identifies the economic development, transportation improvements, community service and facility improvements, and environmental programs needed to sustain and improve the quality of life in the City.
- The Codified Ordinances of the City of Downey. The *Codified Ordinances of the City of Downey* (City Municipal Code), updated March 2020, consists of codes and ordinances adopted by the City. These include standards intended to regulate public safety, public welfare, sanitation, business, street and public works, building construction, land use and parks, playgrounds and recreation.
- City of Downey Zoning Code. The City Zoning Code (City Municipal Code, Article IX) is utilized to implement the General Plan and provide a guide for the growth and development of land within the City. The City Zoning Code contains development regulations for specified zoning districts within the City.

TECHNICAL STUDIES

The following technical studies were prepared for the proposed project and are available for public review concurrently with the IS/MND. The technical studies are attached as Appendices to the IS/MND.

- Air Quality and Greenhouse Gas Study prepared by Birdseye Planning Group; December 2019.
- Cultural Resources Records Search and a Paleontology Records Check prepared by VCS Environmental; January 2020.
- Pavement Design Memorandum prepared by Diaz-Yourman & Associates; February 25, 2020.
- Drainage Impact Memorandum prepared by BKF Engineers; June 19, 2020.

3.0 PROJECT DESCRIPTION

3.1 Proposed Project

The proposed project involves improvements to Lakewood Boulevard and Florence Avenue intersection to improve traffic circulation and minimize congestion.

3.2 Existing Environmental Setting

The project area is located within the northeastern portion of the City of Downey (City), in the County of Los Angeles; refer to [Figure 3-1, *Regional Location Map*](#). The project area includes Lakewood Boulevard and Florence Avenue intersection and extends approximately 150 feet to 500 feet on the departure sides and 150 feet to 500 feet on the approach sides of Lakewood Boulevard and Florence Avenue; refer to [Figure 3-2, *Project Area Map*](#). The intersection of Lakewood Boulevard and Florence Avenue is a signal-controlled intersection with Lakewood Boulevard running north/south and Florence Avenue running east/west. Lakewood Boulevard and Florence Avenue have a current posted speed limit of 40 miles per hour (mph) in both directions; refer to [Figure 3-3, *Existing Configuration*](#). The existing intersection of Lakewood Boulevard/Florence Avenue is configured with the following approaches:

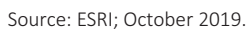
- Lakewood Boulevard – Southbound: Three through lanes and one dedicated left turn lane;
- Lakewood Boulevard – Northbound: Three through lanes and one dedicated left turn lane;
- Florence Avenue – Westbound: Three through lanes, one dedicated left turn lane; and
- Florence Avenue – Eastbound: Three through lanes and one dedicated left turn lane.

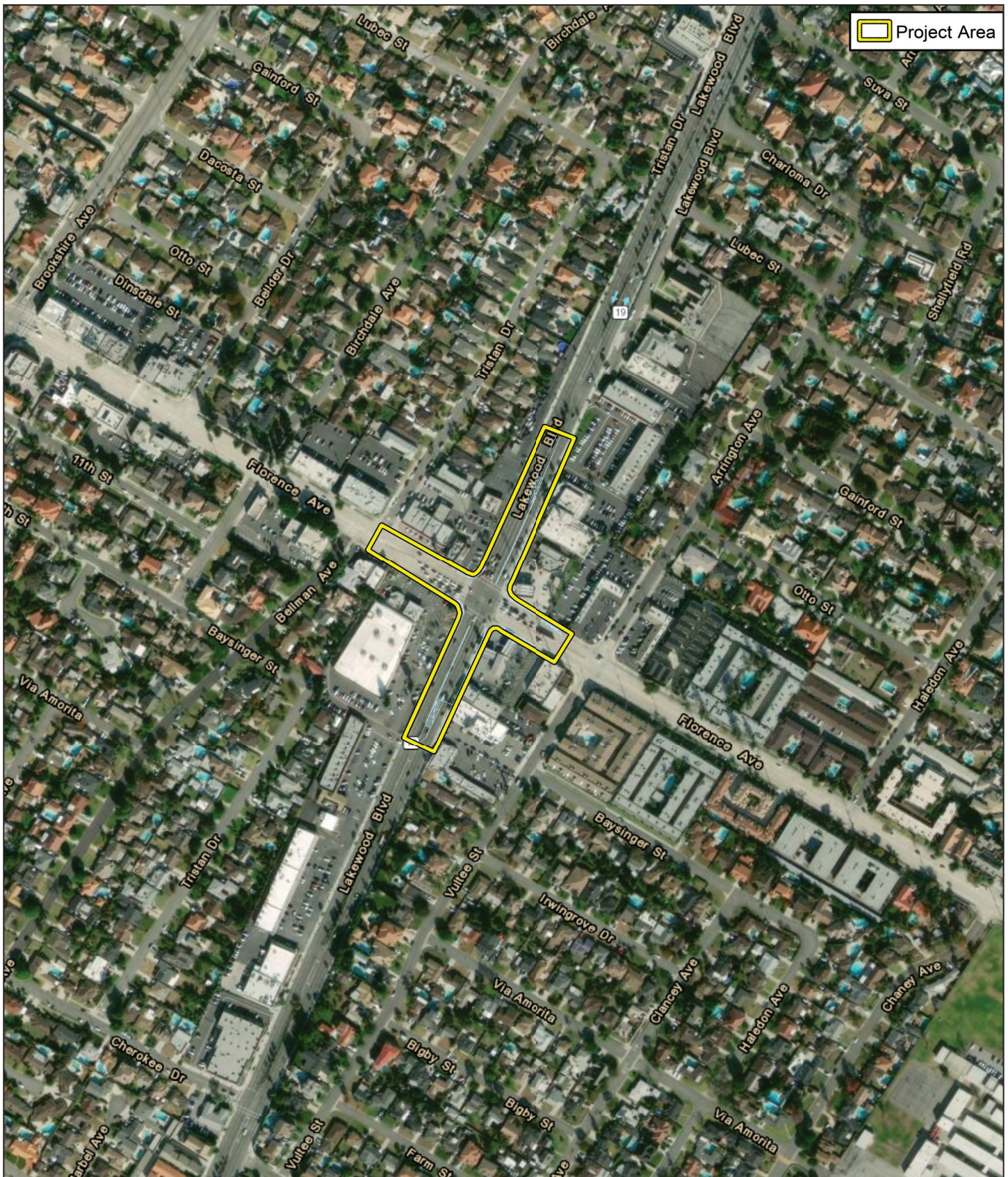
The Lakewood Boulevard and Florence Avenue intersection currently accommodates an average daily traffic (ADT) volume of approximately 72,000 vehicles per day (VPD) with existing levels of service (LOS) of E and F during the AM and PM peak traffic periods. The traffic volume at the intersection is expected to increase by 26 percent to approximately 91,000 VPD by year 2035. The projected LOS would remain at current levels of E and F with increased congestion and delays for motorists.

[Figure 3-4, *General Plan Land Use Map*](#), shows that the project area is situated within an urbanized setting along a commercial corridor within the City that is composed of General Commercial land uses and Office land uses. As shown in [Figure 3-5, *Existing Site Photographs*](#), the project area is an area that is currently built out. The land surrounding the project area is composed of a mix of commercial land uses. These surrounding uses include gas stations at the northeast and southeast corners and drive-thru restaurants at the northwest and southwest corners of the intersection. There are also retail and offices adjacent to the roadway of Lakewood Boulevard and Florence Avenue approaches and departures. Within vicinity of the project area, there are sensitive land uses that consist of single-family and multiple-family land uses; refer to [Table 3-1, *Sensitive Surrounding Land Uses*](#).

Table 3-1
Sensitive Surrounding Land Uses

Approach	Land Use	Distance (Feet)
Lakewood Boulevard south Florence Avenue	Single-Family Residential	555
Lakewood Boulevard north Florence Avenue	Single-Family Residential	400
Florence Avenue east Lakewood Boulevard	Multi-Family Residential	400
Florence Avenue west Lakewood Boulevard	Single-Family Residential	335

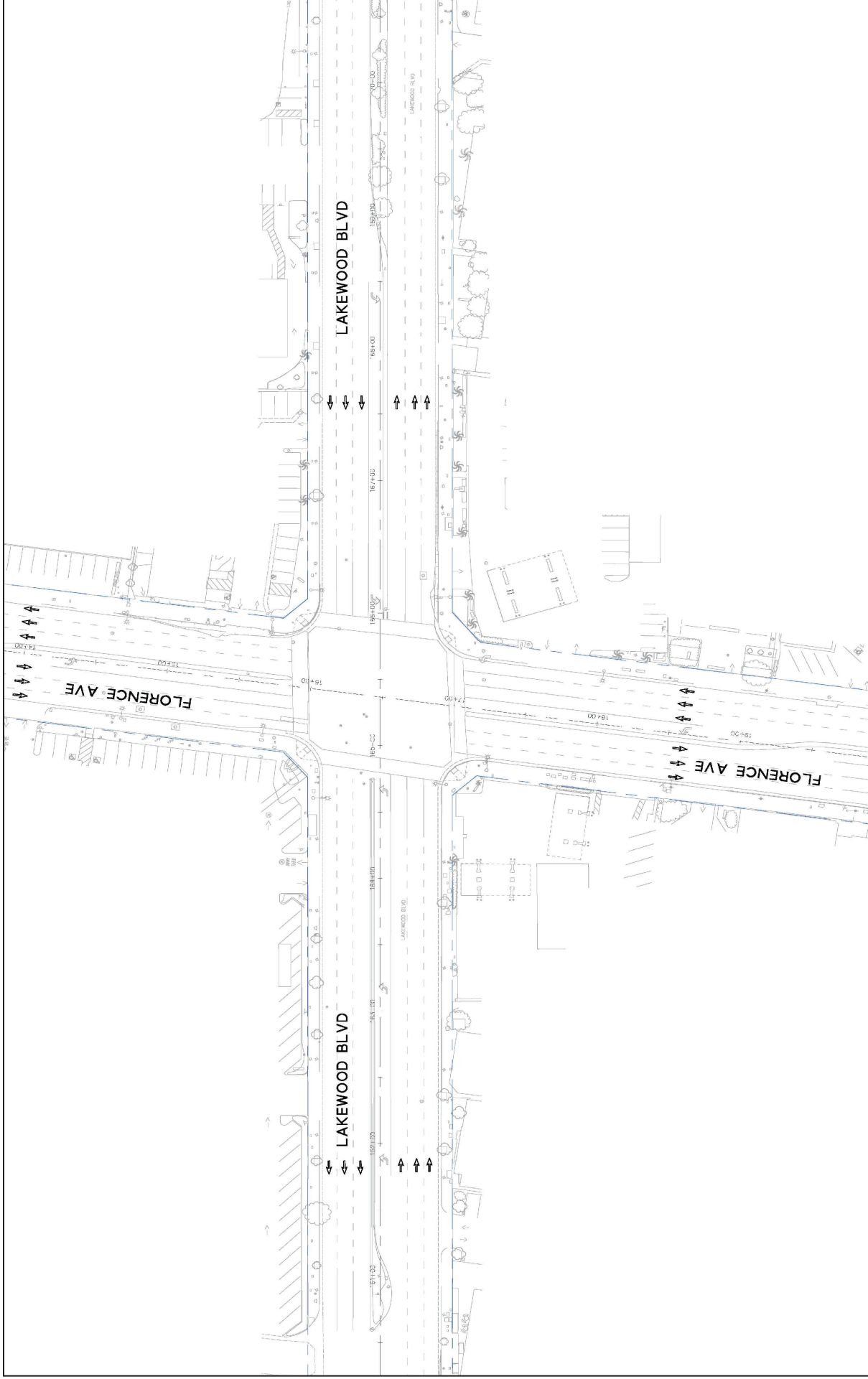




Source: ESRI; October 2019.

LAKEWOOD BOULEVARD AT FLORENCE INTERSECTION
IMPROVEMENT PROJECT (CIP NO. 19-07)
Initial Study/Mitigated Negative Declaration
Project Area Map





Source: BKF Engineering; November 2019.

LAKEWOOD BOULEVARD AT FLORENCE INTERSECTION
IMPROVEMENT PROJECT (CIP NO. 19-07)
Initial Study/Mitigated Negative Declaration
Existing Configuration

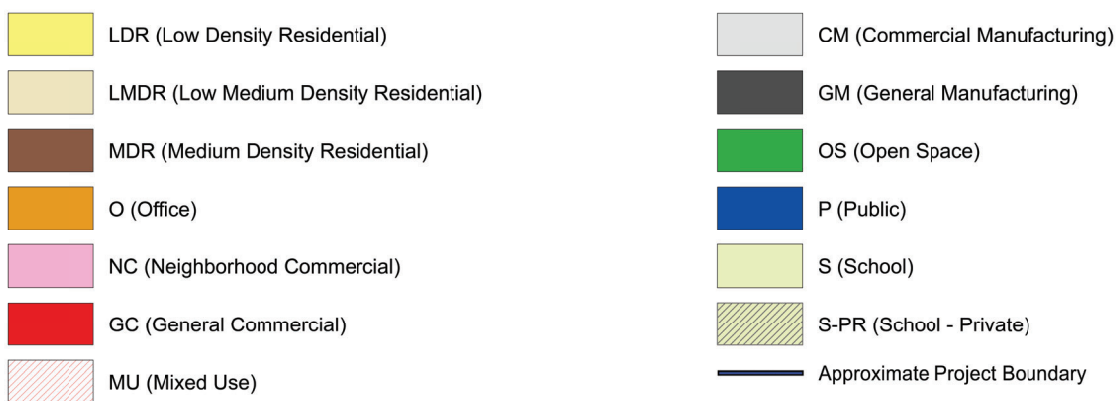


VCS Environmental

Figure 3-3



General Plan



Source: City of Downey, Community Development Department - Planning Division; October 5, 2012.

LAKEWOOD BOULEVARD AT FLORENCE INTERSECTION
IMPROVEMENT PROJECT (CIP NO. 19-07)
Initial Study/Mitigated Negative Declaration
General Plan Land Use Map





1. Florence Avenue looking east away from intersection.



4. Lakewood/Florence Intersection looking east.



2. Lakewood Boulevard looking south away from intersection.



5. Lakewood Boulevard looking north toward Florence Avenue intersection.



3. Looking west along Florence Avenue.



6. Lakewood/Florence Intersection looking southwest.

LAKEWOOD BOULEVARD AT FLORENCE INTERSECTION
IMPROVEMENT PROJECT (CIP NO. 19-07)
Initial Study/Mitigated Negative Declaration
Existing Site Photographs

3.3 Project Characteristics

The purpose of the proposed project is to improve traffic circulation and minimize congestion along the Lakewood Boulevard and Florence Avenue corridors by improving the operation of the Lakewood Boulevard and Florence Avenue intersection through a series of proposed improvements; refer to [Figure 3-6, *Proposed Improvements*](#), and [Figure 3-7, *Landscape Plan*](#). The proposed improvements would occur within the existing intersection and within approximately 150 feet to 500 feet on the departure sides and 150 feet to 500 feet on the approach sides of Lakewood Boulevard and Florence Avenue. The proposed improvements would include:

- Providing dual left-turn lanes in the southbound and northbound directions along Lakewood Boulevard.
- Providing dedicated westbound right-turn lane on Florence Avenue.
- Removal and relocation existing utilities.
- Removal and reconstruction curb, gutters, sidewalks, curb ramps and driveways.
- Traffic Signal modification.
- Landscape Plan.
- Remove and replace existing median.
- Roadway widening and reconstruction of the intersection.
- Removal and reconstruction of existing pavement.
- Installation of new signage and striping.

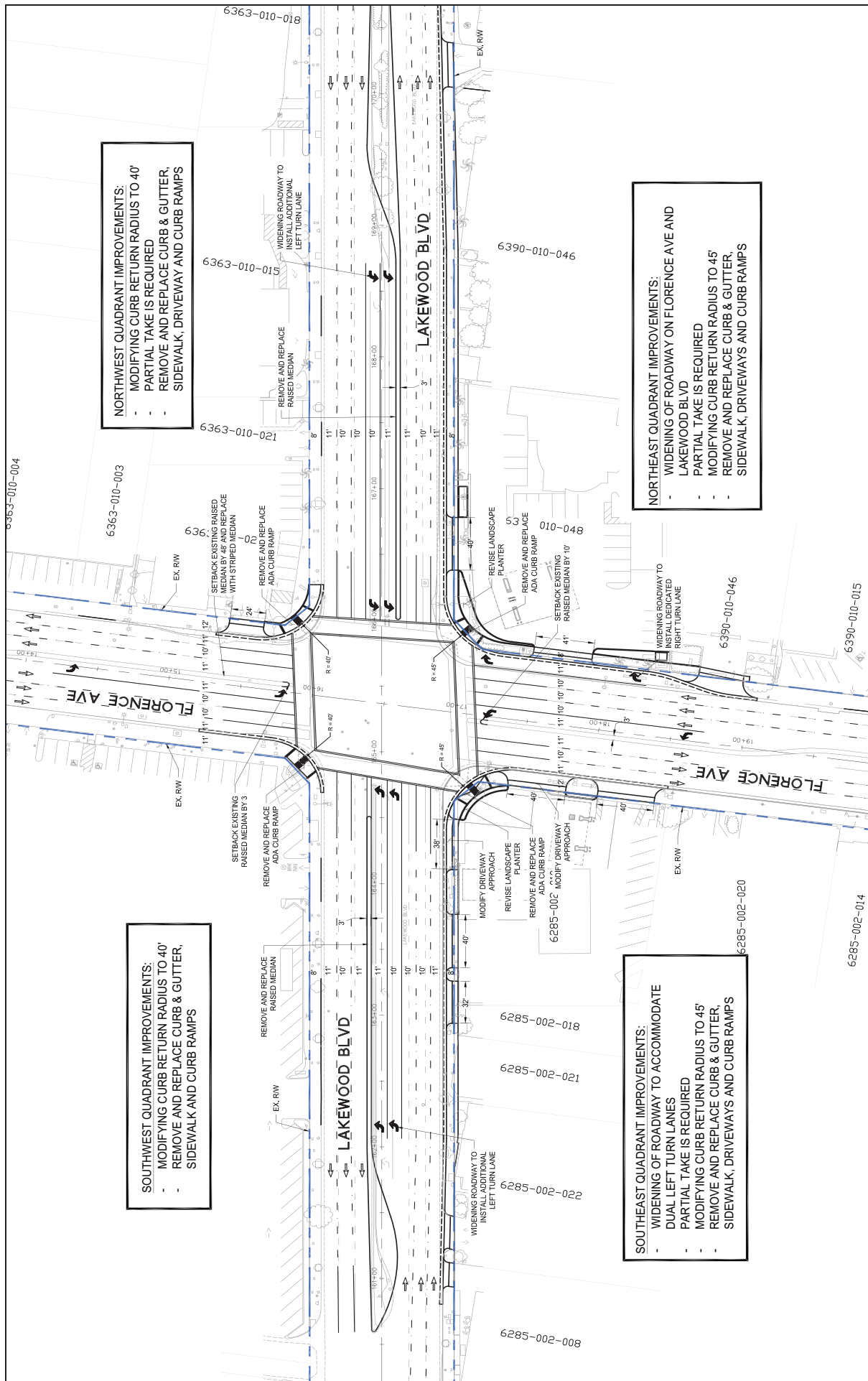
3.4 Construction Phasing

The Lakewood Boulevard and Florence Avenue Intersection Project would involve three primary construction phases: 1) Remove and Relocate Existing Traffic Signals and Utilities and Widening the Roadway, 2) Removal and Reconstruction of the Median, and 3) Reconstruction of Pavement. The construction activities and mix of construction equipment for the proposed project is shown in [Table 3-2, *Mix of Construction Equipment*](#).

Table 3-2
Mix of Construction Equipment

Construction Activity	Equipment	Pieces of Equipment/ Trips	Hours of Operation	Horsepower
Phase 1 – Remove and Relocate Existing Traffic Signal				
Remove Signal Head	Crane, Boom truck, traffic control (changeable message sign)	3	Crane - 3 hrs. Boom Truck - 3 hrs. Sign - 12 hrs.	250
Remove Mast Arm	Crane, Boom truck, traffic control (changeable message sign)	3	Crane - 3 hrs. Boom Truck - 3 hrs. Sign - 12 hrs.	250
Remove Signal Pole	Crane, Boom truck, traffic control (changeable message sign)	3	Crane - 3 hrs. Boom Truck - 3 hrs. Sign - 12 hrs.	250

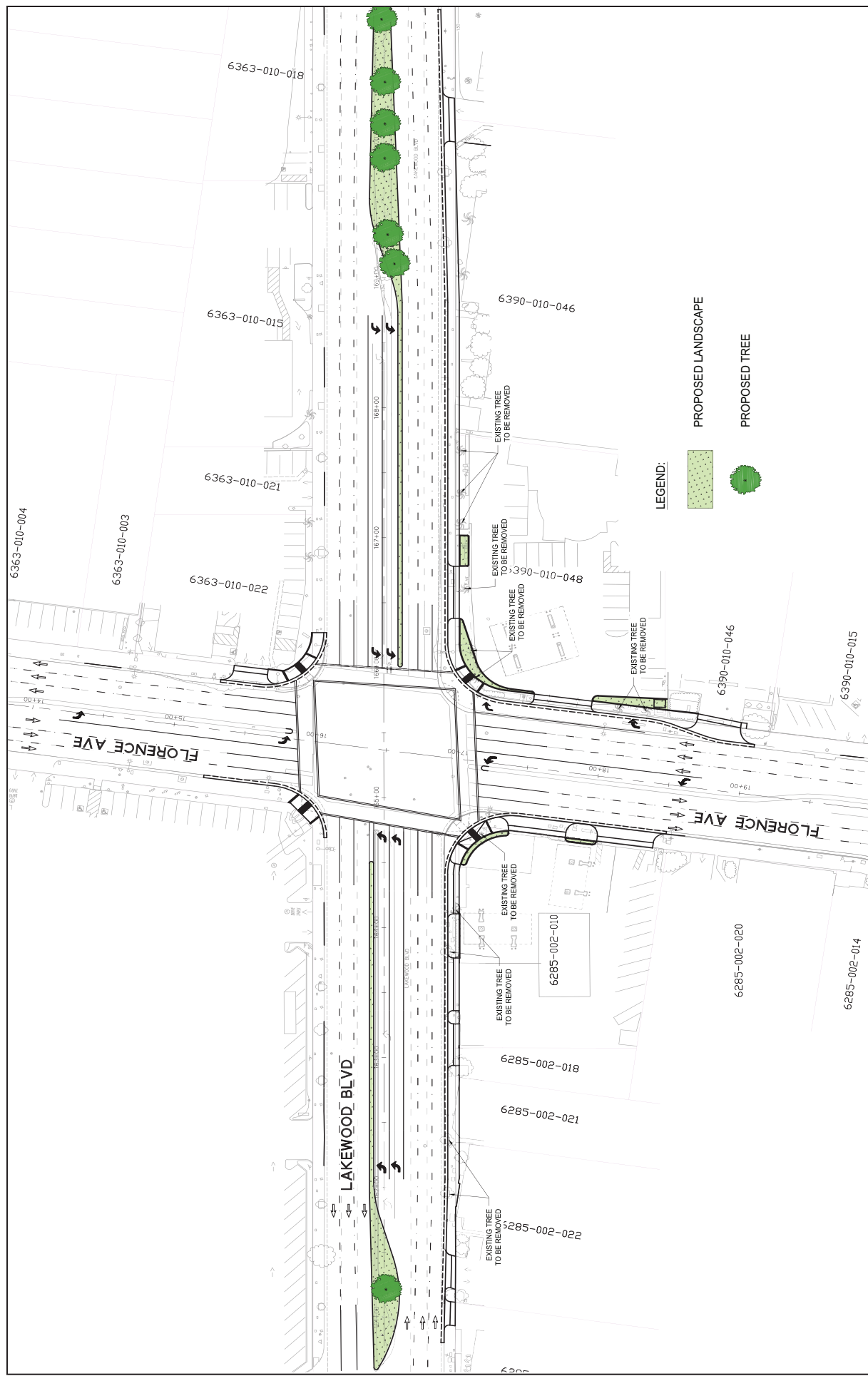
Construction Activity	Equipment	Pieces of Equipment/ Trips	Hours of Operation	Horsepower
<i>Install New Traffic Signal</i>				
Excavate for replacement pole, install signal electrical and loop detectors	Compressor, light duty trucks, 7-yard dump truck, Bobcat, mini excavator	4	Compressor - 8 hrs. Trucks - 2 hrs. Dump Truck - 2 hrs. Bobcat - 8 hrs. Mini Excavator - 8 hrs.	1200
Pour new pole base	Concrete truck, Light-duty trucks	4	Concrete Truck - 2 hrs. Light-Duty Truck - 8 hrs.	350
Install new pole and mast arm	Boom truck	1	Boom Truck - 13 hrs.	200
Attach signal head	Crane, Boom truck, traffic control (changeable message signs), Light-duty trucks	5	Crane - 3 hrs. Boom Truck - 3 hrs. Sign - 12 hrs. Light-Duty Truck - 8 hrs.	650
<i>Remove Existing Utilities</i>				
Relocate Edison poles	Crane, Boom truck, traffic control (changeable message signs), Light-duty trucks	5	Crane - 3 hrs. Boom Truck - 3 hrs. Sign - 12 hrs. Light-Duty Truck - 8 hrs.	650
Abandon and remove handholes and vaults	Bobcat, Backhoe, Light-duty trucks	5	Bobcat - 8 hrs. Backhoe - 8 hrs. Light-Duty Truck - 8 hrs.	400
Remove existing CB's	Backhoe, Bobcat	5	Bobcat - 8 hrs. Backhoe - 8 hrs. Light-Duty Truck - 8 hrs.	400
Remove existing streetlights	Boom truck, Crane changeable message sign, Light-duty trucks		Crane - 3 hrs. Boom Truck - 3 hrs. Sign - 12 hrs. Light-Duty Truck - 8 hrs.	650
Phase 2 – Removal and Reconstruction of the Median				
Remove Existing Raised Median	Compressor, Light-duty trucks, 7-yard dump truck, Bobcat, Mini excavator, Backhoe	6	Dump Truck - 8 hrs. Bobcat - 8 hrs. Backhoe - 8 hrs. Light-Duty Truck - 8 hrs. Compressors - 8 hrs. Mini Excavator - 8 hrs.	1500
Construction of Raised Median	Concrete truck, Light-duty trucks	4	Concrete Truck - 2 hrs. Light-Duty Truck - 8 hrs.	350
Phase 3 – Reconstruction of Pavement				
Reconstruct Existing Roadway and Intersection	Skip loader, Dump trucks, Vibratory compactor, oscillating compactor, Rolling compactor, Grader, Light-duty trucks	4	Skip Loader - 8 hrs. Dump Trucks - 8 hrs. Compactors - 8 hrs. Light-Duty Truck - 8 hrs. Grader - 8 hrs.	2500
Roadway Paving and Striping	Asphalt delivery trucks, Paving machine, skip loader, Rolling compactors, Light duty trucks, roadway stripers	6	Asphalt Delivery Trucks - 12 hrs. Paving Machine - 12 hrs. Skip Loader - 12 hrs. Rolling Compactors - 12 hrs. Light-Duty Trucks - 12 hrs. Roadway Stripers - 12 hrs.	6000



Source: BKF Engineering; April 20, 2020.

LAKEWOOD BOULEVARD AT FLORENCE INTERSECTION
IMPROVEMENT PROJECT (CIP NO. 19-07)
Initial Study/Mitigated Negative Declaration

Proposed Improvements



Source: BKF Engineering; April 20, 2020.

LAKELWOOD BOULEVARD AT FLORENCE INTERSECTION
IMPROVEMENT PROJECT (CIP NO. 19-07)
Initial Study/Mitigated Negative Declaration
Landscape Plan

PHASE 1 – REMOVE AND RELOCATE EXISTING TRAFFIC SIGNAL, AND UTILITIES AND WIDENING THE ROADWAY

Installation of New Traffic Signals and Removal Existing Traffic Signals

Prior to removal of existing traffic signals, new traffic signals would need to be installed. This would reduce the time that the signals would be out-of-service when the power is transferred from the old to the new signals. The existing traffic signals are located at each corner of the Lakewood Boulevard/Florence Avenue intersection. The removal of the existing traffic signals would require a three- to six-foot excavation diameter to a depth of 13 feet. The excavations for the existing traffic signals would occur within existing fill material and would not impact native soils; however, the new traffic signals may require an excavation up to 14 feet in depth, which would impact native soils.

Existing Utilities

Existing utilities located along the study area segments of Lakewood Boulevard and Florence Avenue would be removed and relocated. The existing utilities would include fire hydrants, streetlights, pull boxes, power poles, manholes, storm drain catch basins, water valves, electrical vault and electrical cabinets. The existing utilities would be relocated ranging from three feet to seven feet from the current location.

Roadway Widening

Roadway widening would be performed along the northbound direction of Lakewood Boulevard and the westbound direction of Florence Avenue. Existing curbs, gutters, sidewalk and driveways would be removed and reconstructed in accordance with the City of Downey construction specifications. The existing curb returns and curb ramps on all four corners would be modified which would require the removal of sidewalks, curb and gutters and driveways. The demolished debris would be hauled from the project area. Temporary alternative pedestrian access would be provided during construction. Roadway widening would require partial acquisition of properties along Lakewood Boulevard and Florence Avenue. A total of 3,501 square feet of area would be acquired. The partial acquisitions would not create a non-conforming property or adversely affect the operations of any existing businesses. Additionally, during construction approximately 7,665 square feet of temporary construction easements would be needed.

PHASE 2 – REMOVAL AND RECONSTRUCTION OF THE MEDIAN

Remove Existing Raised Median

The existing median along Lakewood Boulevard would be removed. This would require demolishing of the existing median and hauling of the debris from the project area.

Construction of Raised Median

A new raised median would be constructed along Lakewood Boulevard and the raised median along Florence Avenue would be setback to allow for proper truck movement.

PHASE 3 – RECONSTRUCTION OF PAVEMENT

Existing Roadway and Intersection

Once the existing utilities are relocated and the existing roadway width of Lakewood Boulevard and east Florence Avenue have been widened, the existing asphalt concrete pavement on Lakewood Boulevard and the existing cement concrete pavement on Florence Avenue would be removed, recompact and repaved. It is anticipated that approximately 8,000 cubic yards of material would be removed to reconstruct the

roadway and intersection. Assuming seven cubic yards of material per two-axle dump truck load, approximately 1,150 hauling trips from the project area would be required.

Once the roadway widening and reconstruction is completed, the project area segment of Lakewood Boulevard and Florence Avenue would be paved and striped to reflect the proposed lane configurations.

3.5 Permits and Approvals

The IS/MND is intended to provide environmental review for full implementation of the project, including all discretionary actions and ministerial permits associated with it. The City of Downey is the Lead Agency with approval authority over the project. Below is listing of permits and approvals required for the project.

CITY APPROVALS AND PERMITS

- Adoption of a Final Mitigated Negative Declaration
- Partial Right-of-Way Acquisition Agreements
- Temporary Construction Easements

4.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts as identified in the Initial Study/Environmental Checklist. Explanations are provided within each corresponding impact category in this analysis.

4.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL ANALYSIS

a) Have a substantial adverse effect on a scenic vista?

No Impact: For purposes of determining significance under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. In addition, some scenic vistas are officially designated by public agencies, or informally designated by tourist guides. The City of Downey's General Plan lists no scenic vistas within the project area. Therefore, no impacts to scenic vistas would occur.

Mitigation Measures: No mitigation measures are required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact: The State Scenic Highway Program was established to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to State Highways. State Highways may be designated as scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. A scenic highway is designated under the State Scenic Highway Program when a local jurisdiction adopts a scenic corridor protection program. According to the California Department of Transportation, there are no designated or eligible State Scenic Highways within the vicinity

of the project area. Therefore, no potential adverse impacts to scenic resources within the viewshed of a State Scenic Highway would occur.

Mitigation Measures: No mitigation measures are required.

- 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?**

Less Than Significant Impact: The project area is situated within an urbanized area. The planning program and regulations that would be most relevant to the proposed project would be the City of Downey General Plan Design Element. The Design Element established policies that focus on efforts to enhance streetscapes within the City. These would include:

- Promote landscaping along streets, either in the form of medians in the middle of roadways or major arterials, or planter strips along the sides of streets, or planter islands at intersections.
- Modify existing paved islands and medians to replace pavement with landscape planting.
- Install street trees, consistent with the adopted street tree master plan.
- Place overhead utilities underground.
- Provide stamped concrete or other forms of enhanced paving for streets and intersections.

The proposed project would not conflict with the Design Element in that it would enhance the aesthetics of the project area by reconstructing and expanding landscape medians, undergrounding of overhead utilities, and rehabilitating existing parkways and roadways. The proposed improvements would enhance the existing aesthetic environment. During construction, the existing aesthetic environment within the project area would be replaced with construction activity. Since the construction activities would only occur for a short period of time and existing streetscape would be enhanced after construction, the short-term construction aesthetic impacts occurring within the project area would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

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

Mitigation Measures: No mitigation measures are required.

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

ENVIRONMENTAL ANALYSIS

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

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

Mitigation Measures: No mitigation measures are required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact: According to the City of Downey Zoning Code, the project area is not zoned for agriculture land uses. Therefore, the proposed project would not conflict with any lands zoned for agriculture uses. Additionally, the project area is not under a Williamson Contract.

Mitigation Measures: No mitigation measures are required.

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))?

No Impact: The proposed project would not cause a rezone of lands that are zoned for forest land or timberland.

Mitigation Measures: No mitigation measures are required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact: The project area does not contain forest land resources. Therefore, implementation of the proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses.

Mitigation Measures: No mitigation measures are required.

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?

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

Mitigation Measures: No mitigation measures are required.

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

ENVIRONMENTAL ANALYSIS

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

Setting

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

Regulatory Framework

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

Federal Regulation

The EPA handles global, international, national, and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, conducts research, and provides guidance in air pollution programs and sets National Ambient Air Quality Standards (NAAQS), also known as federal standards. There are six common air pollutants, called criteria air pollutants, which were identified resulting from provisions of the Clean Air Act of 1970. The six criteria pollutants are Ozone, Particulate Matter (PM₁₀ and PM_{2.5}), Nitrogen Dioxide, Carbon Monoxide, Lead and Sulfur Dioxide. The NAAQS were set to protect public health, including that of sensitive individuals.

State Regulation

A State Implementation Plan (SIP) is a document prepared by each state describing air quality conditions and measures that would be followed to attain and maintain NAAQS. The SIP for the State of California is

administered by the ARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. The ARB also administers California Ambient Air Quality Standards (CAAQS), for the ten air pollutants designated in the California Clean Air Act (CCAA). The ten state air pollutants include the six national criteria pollutants and visibility reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride.

South Coast Air Quality Management District

The project area is within the South Coast Air Basin (Basin). Air quality conditions in the Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in “attainment” or “non-attainment.” The Basin, in which the project area is located, is a non-attainment area for both the federal and state standards for ozone and PM_{2.5}. The Basin is in attainment for the state and federal standards for PM₁₀, nitrogen dioxide, and carbon monoxide.

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

Local Jurisdictions

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

PROJECT IMPACTS

a) Conflict with or obstruct implementation of the applicable air quality plan?

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

REGIONAL CONSTRUCTION RELATED AIR QUALITY IMPACTS

The construction activities for the proposed project would generate temporary air pollutant emissions. These impacts would be associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles, work crew vehicle trips in addition to ROG (reactive organic gas) that would be released during the drying phase upon application of paint and other architectural coatings. For the proposed project, construction would generally consist of demolition and removal of the existing asphalt

pavement and concrete and subgrade material, site preparation of the new subgrade, laying new asphalt and concrete pavement, relocating existing utilities, street lighting and traffic signal and striping the lanes.

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

- 75 pounds per day of ROG
- 100 pounds per day of NO_x
- 550 pounds per day of CO
- 150 pounds per day of SO_x
- 150 pounds per day of PM₁₀
- 55 pounds per day of PM_{2.5}

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles and work crew vehicle trips. Additionally, ROG would be released during the drying phase upon application of paint and other architectural coatings. It is anticipated that approximately 8,000 cubic yards of material would be removed to reconstruct the roadway and intersection. Assuming seven cubic yards of material per two-axle dump truck load, approximately 1,150 hauling trips from the project area would be required.

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

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

Construction emissions modeling for demolition, site preparation, grading, street construction, paving, and architectural coating application is based on the overall scope of the proposed project and construction phasing which is expected to begin in March 2021 and extend through the year. The total area disturbed would be the existing street corridors from the intersection outward 150 feet to 500 feet in addition to approximately 2,030 square feet of Partial Take right-of-way and approximately 7,200 square feet of Temporary Construction Area. For modeling purposes, it was assumed the maximum area disturbed daily is one acre and the site would be watered twice daily for dust control. In addition to SCAQMD Rule 403 requirements, emissions modeling also accounts for the use of low-VOC paint (100 g/L for traffic coatings [lane striping]) as required by SCAQMD Rule 1113. It is assumed for the purpose of this analysis that emissions would be worst case. Table 4.3-1, Estimated Maximum Daily Construction Emissions, summarizes the estimated maximum daily emissions of pollutants occurring during 2020.

Table 4.3-1
Estimated Maximum Daily Construction Emissions

Construction Phase	Maximum Emissions (pounds/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Site Preparation	1.8	21.1	8.6	0.02	3.4	2.130.85
Paving		8.4	9.3	0.02	0.5	0.43
Striping/Painting	0.21	1.61	1.84	0.01	0.14	0.11
<i>SCAQMD Regional Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded 2019	No	No	No	No	No	No

Source: Birdseye Planning Group, *Air Quality and Greenhouse Gas Study*; December 2019.

As shown in Table 4.3-1, construction of the proposed project would not exceed the SCAQMD regional thresholds. With compliance with SCAQMD Rule 403 and Rule 1113, no mitigation would be required to reduce construction emissions to less than significant.

REGIONAL OPERATIONAL AIR QUALITY IMPACTS

The following significance thresholds would apply to long-term operational emissions associated with the Proposed project:

- 55 pounds per day of ROG
- 55 pounds per day of NO_x
- 550 pounds per day of CO
- 150 pounds per day of SO_x
- 150 pounds per day of PM₁₀
- 55 pounds per day of PM_{2.5}

Operational emissions would consist of area and mobile sources associated with maintenance and landscaping. Table 4.3-2, Estimated Operational Emissions, summarizes emissions associated with operation of the proposed project. As referenced, the project would not generate additional vehicles trips or other stationary source emissions. As shown in Table 4.3-2, operational emissions would be negligible and would not exceed the SCAQMD thresholds for ROG, NO_x, CO, SO_x, PM₁₀ or PM_{2.5}. Therefore, the proposed project's regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be less than significant. Additionally, the proposed project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment. As discussed, the South Coast Air Basin is a nonattainment area for ozone

and PM₁₀. Emissions of ozone precursor emissions (i.e., ROG and NO_x) and PM₁₀ would not exceed the SCAQMD thresholds. Long-term operational air quality impacts would be less than significant. No mitigation is required.

Table 4.3-2
Estimated Operational Emissions

Operation Type	Estimated Emissions (pounds/day)					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Proposed Project						
Area Emissions	0.01	0.0	0.01	0.0	0.0	0.0
Mobile Emissions	0.04	0.2	0.5	0.01	0.14	0.03
<i>SCAQMD Thresholds</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded?	No	No	No	No	No	No
Note: Refer to Appendix A for CalEEMod version 2016.3.2 computer model output for site preparation and paving emissions. Summer emissions shown.						
Source: Birdseye Planning Group, <i>Air Quality and Greenhouse Gas Study</i> ; December 2019.						

AIR QUALITY MANAGEMENT PLAN

A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2016 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city General Plans and the Southern California Association of Government's (SCAG) Regional Transportation Plan socioeconomic forecast projections of regional population, housing, and employment growth. The proposed project involves the construction of street improvements and related infrastructure improvements and would not create additional housing or long-term employment opportunities beyond what is projected in the City's General Plan. Project-related emissions would not exceed thresholds recommended by the SCAQMD. Therefore, the proposed project would be consistent with the AQMP and would not cause an adverse impact.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact: The region is a Federal and/or State nonattainment area for PM₁₀, PM_{2.5}, and O₃. The proposed project would contribute particulates and the O₃ precursors VOC and NO_x to the area during short-term construction and long-term operations. The SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same. As described above, construction and operational regional emissions would be less than the SCAQMD CEQA significance thresholds and would be less than significant. Therefore, regional emissions would not be cumulatively considerable, and the impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

- c) Expose sensitive receptors to substantial pollutant concentrations?**

Less Than Significant Impact: Sensitive receptors include, but are not limited to, hospitals, schools, daycare facilities, elderly housing, and convalescent facilities. These are areas where the occupants are

more susceptible to the adverse effects of exposure to air pollutants. Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare as well as that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. The closest properties defined herein as sensitive receptors are the single-family and multi-family residences located 400-500 feet from the center of the intersection.

LOCALIZED AIR QUALITY IMPACTS

Localized Significance Thresholds (LSTs) were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source receptor area (SRA), project size and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO_x, CO, PM₁₀ and PM_{2.5}.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. As referenced, a total of one acre is assumed to be disturbed daily during construction of the proposed project; thus, look up table values for one acre were used to evaluate potential impacts. The project area is located in Source Receptor Area 5 (SRA-5, Southeastern Los Angeles County). LSTs for construction related emissions in the SRA-5 at varying distances between the source and receiving property are shown in Table 4.3-3, SCAQMD LSTs for Construction.

Table 4.3-3
SCAQMD LSTs for Construction

Pollutant	Allowable emissions as a function of receptor distance in meters from a one-acre site (pounds/day)				
	25	50	100	200	500
Gradual conversion of NO _x to NO ₂	80	81	94	123	192
CO	571	735	1,088	2,104	6,854
PM ₁₀	4	13	30	66	173
PM _{2.5}	3	4	8	19	86
Source: Birdseye Planning Group, <i>Air Quality and Greenhouse Gas Study</i> ; December 2019.					

The nearest sensitive receptors to the project area are located approximately 400-500 feet from the center of the intersection. To provide a conservative evaluation of construction emissions relative to LST thresholds, allowable emissions for 100 meters were used. As shown in Table 4.3-3, daily emissions of NO_x, CO, PM₁₀ and PM_{2.5} would not exceed the LSTs for 100 meters. Therefore, project-related construction impacts would be less than significant.

CONSTRUCTION-RELATED TOXIC AIR CONTAMINANT IMPACTS

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of

“individual cancer risk”. The California Office of Environmental Health Hazard Assessment (OEHHA) health risk guidance states that a residential receptor should be evaluated based on a 30-year exposure period. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the short-term construction schedule, the proposed project would not result in a long-term (i.e., 30 or 70 year) exposure to a substantial source of toxic air contaminant emissions; and thus, would not be exposed to the related individual cancer risk. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

Mitigation Measures: No mitigation measures are required.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?)

Less Than Significant Impact: The construction activities for the proposed project would generate air pollutants due to the combustion of diesel fuel and asphaltting activities during construction. Some individuals may sense that diesel combustion and evaporative emissions are objectionable, although there is no approved method of quantifying the odor impacts of these emissions to the public. SCAQMD Rules 1108 and 1108.1 limit the amounts of VOCs in cutback asphalt and emulsified asphalt products sold within the air district. These emissions would be short-term and not confined to one specific location and would disperse quickly. With compliance with SCAQMD Rules 1108 and 1108.1, potential odor impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.4 Biological Resources

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

ENVIRONMENTAL ANALYSIS

- 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?**

No Impact: The project area is located within an urbanized setting and consists of improved roadways and developed land uses. A review of the California Department of Fish and Wildlife California Natural Diversity Data Base for the Whittier Quadrangle was conducted to determine the potential for special status species to occur within the USGS quadrangle area where the proposed project would be constructed. A complete listing of special status species that have been identified to have potential to occur within the USGS Whittier Quadrangle area is shown in Table 4.4-1, *Special Status Species List*. As shown in Table 4.4-1, the project

area does not have suitable habitat to special status plant or wildlife species that have the potential to occur within the Whittier Quadrangle. There would be the potential that *Accipiter cooperii* (Cooper's hawk) and *Larus californicus* (California gull) could be observed in the sky's above the project area. However, it would be highly unlikely they would forage or nest within the project area and more than likely would avoid the area during construction activities. Implementation of the proposed project would not result in direct or indirect impacts to sensitive plant or wildlife or alter the existing habitat. Therefore, implementation of the project would not result in significant impact to any sensitive plant and wildlife species or their habitat.

Mitigation Measures: No mitigation measures are required.

Table 4.4-1
Special Status Species List

Species	Federal	State	CNPR	Habitat	Potential Occurrence
Plants					
<i>Lasthenia glabrata</i> ssp. <i>coulteri</i> (Coulter's goldfields)	None	None	1B.1	Coulter's goldfields are associated with low-lying alkali habitats along the coast and in inland valleys. Most of the populations are associated with coastal salt marsh.	Low Site lacks suitable habitat
<i>Symphotrichum defoliatum</i> (San Bernardino aster)	None	None	1B.2	This plant is a perennial herb that grows near ditches, streams, springs, cismontane woodland, coastal scrub, lower montane coniferous forest, meadows and seeps, marshes and swamps, valley and foothill grassland (vernally mesic).	Low Site lacks suitable habitat
<i>Atriplex parishii</i> (Parish's brittle scale)	None	None	1B.1	Annual herb native to California and Baja California. Habitat includes alkaline soils, chenopod scrub, playas, and vernal pools. Threatened by development, agricultural conversion, and grazing.	Low Site lacks suitable habitat
<i>Calystegia felix</i> (lucky morning-glory)	None	None	1B.1	Meadows and seeps (sometimes alkaline), Riparian scrub (alluvial).	Low Site lacks suitable habitat
<i>Dudleya multicaulis</i> (many-stemmed dudleya)	None	None	1B.2	Many-stemmed dudleya is often associated with clay soils in barrens, rocky places, and ridgelines as well as thinly vegetated openings in chaparral, coastal sage scrub, and southern needlegrass grasslands on clay soils.	Low Site lacks suitable habitat
<i>Juglans californica</i> (southern California black walnut)	None	None	4.2	Perennial deciduous tree endemic to California. Habitat includes alluvial substrates, chaparral, cismontane woodland, coastal scrub, and riparian woodland.	Low Site lacks suitable habitat
<i>Calochortus plummerae</i> (Plummer's mariposa-lily)	None	None	4.2	Perennial bulbiferous herb endemic to California. Habitat includes granitic, rocky soils, chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, and valley and foothill grassland.	Low Site lacks suitable habitat
<i>Calochortus weedii</i> var. <i>intermedius</i> (intermediate mariposa-lily)	None	None	1B.2	Rocky hill and valley landscapes with chaparral, sage scrub, or grasslands.	Low Site lacks suitable habitat

Species	Federal	State	CNPR	Habitat	Potential Occurrence
<i>Orcuttia californica</i> (California Orcutt grass)	E	E	1B.1	All known California Orcutt grass localities are associated with vernal pools.	Low Site lacks suitable habitat
<i>Navarretia prostrata</i> (prostrate vernal pool navarretia)	None	None	1B.2	Found in sandy soil, often in association with sandy barrens and sandy openings in chamise chaparral, coastal sage scrub, and occasionally grasslands.	Low Site lacks suitable habitat
Amphibians					
<i>Spea hammondi</i> (western spadefoot)	None	SSC	None	Prefers open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains.	Low Site lacks suitable habitat
Birds					
<i>Accipiter cooperii</i> (Cooper's hawk)	None	WL	None	Forest and woodland birds. A regular sight in parks, quiet neighborhoods, over fields, at backyard feeders, and even along busy streets if there are trees around.	Moderate
<i>Accipiter striatus</i> (sharp-shinned hawk)	None	WL	None	Forest and woodland.	Low Site lacks suitable habitat
<i>Circus hudsonius</i> (northern harrier)	None	SSC	None	Wide-open habitats ranging from Arctic tundra to prairie grasslands to fields and marshes. Their nests are concealed on the ground in grasses or wetland vegetation.	Low Site lacks suitable habitat
<i>Eremophila alpestris actia</i> (California horned lark)	None	WL	None	The California horned lark is a common to abundant resident in a variety of open habitats, usually where trees and large shrubs are absent. In the Midwest, the species has been characterized as the most abundant species in row-crop fields. Range-wide, California horned larks breed in level or gently sloping shortgrass prairie, montane meadows, "bald" hills, open coastal plains, fallow grain fields, and alkali flats.	Low Site lacks suitable habitat
<i>Chaetura vauxi</i> (Vaux's swift)	None	SSC	None	Old growth coniferous or deciduous forests consisting of coniferous and deciduous vegetation; requires large, hollow trees for nesting.	Low Site lacks suitable habitat
<i>Cardinalis</i> (northern cardinal)	None	WL	None	Backyards, parks, woodlots, and shrubby forest edges. Northern cardinals nest in dense tangles of shrubs and vines.	Low Outside of normal range however a few individuals have been recorded in the area

Species	Federal	State	CNPR	Habitat	Potential Occurrence
<i>Coccyzus americanus occidentalis</i> (western yellow-billed cuckoo)	T	E	None	Woodlands, thickets, orchards, streamside groves. Breeds mostly in dense deciduous stands, including forest edges, tall thickets, dense second growth, overgrown orchards, scrubby oak woods. Often in willow groves around marshes.	Low Site lacks suitable habitat
<i>Progne subis</i> (purple martin)	None	SSC	None	Open areas, especially near water. In the East, they nest almost exclusively in nest boxes and martin houses; in the West you will find them nesting in natural cavities.	Low Site lacks suitable habitat
<i>Riparia</i> (bank swallow)	None	T	None	Found primarily in riparian and other lowland habitats in California west of the deserts during the spring-fall period. In summer, restricted to riparian, lacustrine, and coastal areas with vertical banks, bluffs, and cliffs with fine-textured or sandy soils.	Low Site lacks suitable habitat
<i>Icteria virens</i> (yellow-breasted chat)	None	SSC	None	Dense, relatively wide riparian woodlands and thickets of willows, vine tangles, and dense brush with well-developed understories. Nesting areas are associated with streams, swampy ground, and the borders of small ponds.	Low Site lacks suitable habitat
<i>Larus californicus</i> (California gull)	None	WL	None	They forage in any open area where they can find food including garbage dumps, scrublands, pastures, orchards, meadows, and farms. In the winter, they forage along the Pacific Coast and use mostly marine areas including mudflats, estuaries, deltas, and beaches.	Moderate
<i>Setophaga petechia</i> (yellow warbler)	None	SSC	None	Found in thickets and other disturbed or regrowing habitats, particularly along streams and wetlands. Nests in the vertical fork of a bush or small tree such as willow.	Low Site lacks suitable habitat
<i>Aimophila ruficeps canescens</i> (southern California rufous-crowned sparrow)	None	WL	None	This species is found on moderate to steep, dry, grass-covered hillsides, coastal sage scrub, and chaparral and often occur near the edges of the denser scrub and chaparral associations. Preference is shown for tracts of California sagebrush.	Low Site lacks suitable habitat
<i>Phalacrocorax auritus</i> (double-crested cormorant)	None	WL	None	They are frequently seen in freshwater. They breed on the coast as well as on large inland lakes. They form colonies of stick nests built high in trees on islands or in patches of flooded timber.	Low Site lacks suitable habitat
<i>Polioptila californica</i> (coastal California gnatcatcher)	T	SSC	None	Obligate, permanent resident of coastal sage scrub below 835 meters in Southern California. Low, coastal sage scrub in arid washes, on mesas and slopes.	Low Site lacks suitable habitat

Species	Federal	State	CNPR	Habitat	Potential Occurrence
<i>Athene cunicularia</i> (burrowing owl)	None	SSC	None	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	None Site lacks suitable habitat
<i>Contopus cooperi</i> (olive-sided flycatcher)	None	SSC	None	Northern and montane coniferous forest. Seen typically in elevations 3,000-7,000 feet.	Low Outside of normal elevation range and the site lacks suitable habitat
<i>Pyrocephalus rubinus</i> (vermillion flycatcher)	None	SSC	None	Riparian areas and scrub in the southwestern United States.	Low Site lacks suitable habitat
<i>Vireo bellii pusillus</i> (least Bell's vireo)	E	E	None	Summer resident of Southern California in low riparian, in vicinity of water or in dry river bottoms; below 2000 feet. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, baccharis, or mesquite.	Low Site lacks suitable habitat
Fish					
<i>Catostomus santaanae</i> (Santa Ana sucker)	T	None	None	Small to medium sized streams that flow year-round. Depth from several centimeters to over one meter deep. Favor cool (<22°C) water and gravel, rubble, and boulder substrates.	None Site lacks suitable habitat
<i>Gila orcuttii</i> (arroyo chub)	None	SSC	None	Cool to warm (10-24°C) streams, most common in slow flowing or backwater areas with sand or mud substrate.	None Site lacks suitable habitat
<i>Rhinichthys osculus</i> ssp. 3 (Santa Ana speckled dace)	None	SSC	None	Predominantly occupy small streams of the second or third order. Prefer clear, oxygenated water with deep cover or overhead protection from vegetation or woody debris.	None Site lacks suitable habitat
Insects					
<i>Bombus crotchii</i> (Crotch bumble bee)	None	CE	None	Shrubland and grasslands.	Low Site lacks suitable habitat
Mammals					
<i>Eumops perotis californicus</i> (western mastiff bat)	None	SSC	None	Open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, annual and perennial grasslands, palm oases, chaparral, desert scrub, and urban.	Low Site lacks suitable habitat
<i>Microtus californicus stephensi</i> (south coast marsh vole)	None	SSC	None	Grasslands.	Low Site lacks suitable habitat

Species	Federal	State	CNPR	Habitat	Potential Occurrence
<i>Neotoma lepida intermedia</i> (San Diego desert woodrat)	None	SSC	None	Abundant in rock outcrops and rocky cliffs and slopes with moderate to dense canopies preferred. Habitats include Joshua tree, pinyon-juniper, mixed chaparral, sagebrush, and most desert habitats.	None Site lacks suitable habitat
<i>Taxidea taxus</i> (American badger)	None	SSC	None	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats with friable soils.	None Site lacks suitable habitat
<i>Antrozous pallidus</i> (pallid bat)	None	SSC	None	Occurs in deserts, grasslands, shrublands, woodlands and forests but is most common in open, dry habitats. Commonly roost in rock crevices, caves, and mine tunnels but also roost in the attics of houses, under the eaves of barns, in hollow trees. Roosts must protect bats from high temperatures.	Low Site lacks suitable habitat
<i>Lasiurus blossevillei</i> (western red bat)	None	SSC	None	The red bat is locally common in some areas of California, occurring from Shasta County to the Mexican border, west of the Sierra Nevada/Cascade crest and deserts. The winter range includes western lowlands and coastal regions south of San Francisco Bay. There is migration between summer and winter ranges, and migrants may be found outside the normal range. Roosting habitat includes forests and woodlands from sea level up through mixed conifer forests. Feeds over a wide variety of habitats including grasslands, shrublands, open woodlands and forests, and croplands. Not found in desert areas.	Low Site lacks suitable habitat
<i>Lasiurus cinereus</i> (hoary bat)	None	None	None	Habitats suitable for bearing young include all woodlands and forests with medium to large-size trees and dense foliage. During migration in southern California, males are found in foothills, deserts and mountains; females in lowlands and coastal valleys.	Low Site lacks suitable habitat
<i>Lasiurus xanthinus</i> (western yellow bat)	None	SSC	None	A year-round resident of Southern California found below 2000 feet in or near riparian habitats. Roosts in trees, including palm trees, in and near palm oases and riparian habitats.	Low Site lacks suitable habitat
Reptiles					
<i>Aspidoscelis tigris stejnegeri</i> (coastal whiptail)	None	SSC	None	Found in a variety of ecosystems, primarily hot and dry open areas with sparse foliage - chaparral, woodland, and riparian areas.	Low Site lacks suitable habitat

Species	Federal	State	CNPR	Habitat	Potential Occurrence
<i>Crotalus ruber</i> (red-diamond rattlesnake)	None	SSC	None	Chaparral, woodland, grassland, and desert areas from coastal San Diego County to the eastern slopes of the mountains. Occurs in rocky areas and dense vegetation. Needs rodent burrows, cracks in rocks or surface cover objects.	Low Site lacks suitable habitat
Abbreviations: E = Endangered T = Threatened SSC = Species of Special Concern WL = Watch List Source: California Department of Fish and Wildlife.					
1B.1 = Seriously Endangered 1B.2 = Fairly Endangered 2B = Plants rare in California, common elsewhere 4 = Plants of Limited Distribution					

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?

No Impact: The proposed project area and surrounding area does not contain any sensitive vegetation natural communities that would be regulated by the California Department of Fish and Wildlife or the United States Fish and Wildlife Service. The construction and operation of the proposed project would not result in adverse impacts to any sensitive vegetation natural communities.

Mitigation Measures: No mitigation measures are required.

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?

No Impact: The project area contains no hydrological features and has no wetland, marsh, vernal pool, or costal habitat within its boundary. The project area consists of urbanized setting with sparse ornamental trees and shrubs in which no wetlands are present. Additionally, the National Wetlands Inventory (NWI) was assessed within the proposed project area and no wetlands were documented within the project area. The construction and operation of the proposed project would not result in adverse impacts to Wetland Waters of the United States/State.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact With Mitigation Incorporated: There is no suitable habitat in the project area for native resident or migratory fish. The project area vicinity has a scattering of ornamental trees. However, because the project area experiences high levels of traffic noise, it is unlikely that migratory birds would nest within the project area. Construction activities for the proposed project would remove some of the existing trees from the project area. In the event nesting migratory birds are present, adverse direct impacts could occur. To avoid direct impacts to migratory birds that might nest within the project area trees, Mitigation Measure BIO-1 is recommended, which would require a nesting bird survey on trees proposed to be removed if construction activities are proposed between February 1 and August 31. With implementation of Mitigation Measure BIO-1, potential direct impacts to migratory birds would be less

than significant. Because of the high traffic noise levels occurring within the project area, if nesting birds are present, it would be unlikely they would be adversely affected by the project construction activity.

Mitigation Measures:

BIO-1: The removal of trees should be conducted outside of the nesting season (February 1 to August 31) to the extent feasible. If tree removal activities occur between February 1 and August 31, a nesting bird survey shall be conducted by a qualified biologist within no more than 72 hours of such scheduled disturbance, to determine the presence of nests or nesting birds in trees proposed to be removed. If active nests are identified, tree removal activities will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The onsite biologist will review and verify that the nesting effort has finished. Tree removal work can resume when no other active nests are found.

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

No Impact: According to Section 7605 of the Downey Municipal Code, any street tree removed shall be replaced if a replacement is deemed appropriate and if it is mutually agreed to by both the City and the property owner. The replacement tree shall be selected in accordance with the official Tree Species List and Master Street Tree Plan. The project proposes the removal of five ornamental street trees; however, the project also proposes the installation of new landscaping, including trees that are consistent with the City's Master Street Tree Plan. This would result in the replacement of any removed trees and would not conflict with any local policies or ordinances protecting biological resources.

Mitigation Measures: No mitigation measures are required.

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?

No Impact: The project area is not included within an adopted Habitat Conservation Plan or Natural Communities Conservation Plan. Therefore, implementation of the proposed project would not conflict with an adopted Habitat Conservation Plan or Natural Communities Conservation Plan.

Mitigation Measures: No mitigation measures are required.

4.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The following analysis is based on a Cultural Resources Records Search and a Paleontology Records Check prepared by VCS Environmental in January 2020. The report is presented in its entirety in Appendix B.

ENVIRONMENTAL ANALYSIS

Background

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

Regulatory Setting

NATIONAL REGISTER OF HISTORIC PLACES

Cultural resources are considered during federal undertakings chiefly under Section 106 of the National Historic Preservation Act (NHPA) of 1966 (as amended) through one of its implementing regulations (36 CFR 800). Properties of traditional religious and cultural importance to Native Americans are considered under Section 101(d)(6)(A) of the NHPA. Section 106 of the NHPA (16 USC 470f) requires federal agencies to take into account the effects of their undertakings on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places (NRHP) and to afford the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment on such undertakings (36 CFR 800.1). Under Section 106, the significance of any adversely affected cultural resource is assessed and mitigation measures are proposed to reduce the impacts to a less than significant level. Significant cultural resources are those that are listed in or are eligible for listing in the NRHP in accordance with the criteria stated at 36 CFR 60.4, which are listed below.

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

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

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

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

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

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

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

According to Section 15064.5(a)(3) (A–D) of the State CEQA Guidelines (14 CCR), a resource is considered historically significant if it meets the criteria for listing in the NRHP (per the criteria listed at 36 CFR 60.4, previously discussed). Impacts that affect those characteristics of the resource that qualify it for the NRHP or that would adversely alter the significance of a resource listed in or eligible for listing in the CRHR are considered to have a significant effect on the environment. Impacts to cultural resources from a project are thus considered significant if the project: (1) physically destroys or damages all or part of a resource; (2) changes the character of the use of the resource or physical feature within the setting of the resource that contributes to its significance; or (3) introduces visual, atmospheric, or audible elements that diminish

the integrity of significant features of the resource. The purpose of a cultural resource investigation is to evaluate whether any built environment cultural resources are present in or near the project area or can reasonably be expected to exist in the subsurface. If resources are discovered, management recommendations would be included that require evaluation of the resources for NRHP or CRHR eligibility.

HUMAN REMAINS

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

ARCHAEOLOGICAL/HISTORICAL RESOURCES RECORDS SEARCH

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

The SCCIC concluded that there have been two cultural resources studies completed within one-half mile of the project area. One of them includes at least a portion of the current project area; refer to Table 4.5-1, *Cultural Resources Studies Within One-Half Mile of the Project Area*.

Table 4.5-1
Cultural Resources Studies Within One-Half Mile of the Project Area

Report Number	Author/Year	Type of Study
LA-07748	Bonner/2006	Survey, cell tower. 0 resources.
LA-10525*	Strauss and Tomes/2003	Survey. 5 resources.
*Located in the project area.		

LA-10525: This survey was a cultural resources assessment for the proposed Lakewood Boulevard Street Improvement Project. The linear project extended through the current project area; however, the five resources recorded were not within a one-half mile of the project area.

Resources

The records search concluded that no cultural resources have been recorded within the project area. One is recorded within a one-half mile radius of the project area; refer to Table 4.5-2, *Cultural Resources Within One-Half Mile of the Project Area*.

Table 4.5-2
Cultural Resources Within One-Half Mile of the Project Area

Site Number	Recorder/Year (most recent)	Description
P-19-177349	Hess and Beach/1983	McDonald's Drive-in Restaurant and Sign

P-19-177349: This resource, a McDonald's restaurant and sign, is the oldest operating McDonalds in the United States, originally opening in August 1953. Two McDonald's restaurants were built prior to this one and both have been demolished.

PROJECT IMPACTS:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?

Less Than Significant Impact: The project area is located within an urbanized area and surrounded by developed land uses. The records search review identified that there were no listed historical properties within the project area. One known historical structure, an existing McDonald's restaurant located near the project area, would not be affected by the project. Implementation of the proposed project would not adversely affect any existing historical resources.

Mitigation Measures: No mitigation measures are required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact With Mitigation Incorporated: The records search review identified that there were no recorded archaeological sites within the project area. The proposed project would involve excavations up to 14 feet in depth, which would impact native soils. Even though the project area has been previously disturbed because cultural resources are known to occur in the regional area, there would still be some potential, although remote, for the discovery of unknown archaeological resources. Therefore, it is recommended that a halt condition should be in place for any ground-disturbing activities in the event unknown archaeological resources are encountered. With the implementation of Mitigation Measure CR-1, potential adverse impacts to unknown archaeological resources would be less than significant.

Mitigation Measures:

CR-1: In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

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

Mitigation Measures:

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

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4.6 Energy

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

ENVIRONMENTAL ANALYSIS

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

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact: Implementation of the proposed project would result in the commitment of energy resources. During construction, energy supplies would mostly be fuels to operate heavy equipment to construct the proposed project. The energy consumption impacts would occur at different levels throughout the construction phase. [Table 4.6-1, Construction Worker Gasoline Demand](#), and [Table 4.6-2, Construction Diesel Fuel Demand](#), show estimated fuel gasoline demands for construction workers, diesel fuel demand for hauling trips, and fuel for construction equipment. As shown below, the fuel demands during operation would be negligible. The long-term operation of the proposed project would involve periodic inspection and maintenance trips, which would involve minimal commitments of energy.

Table 4.6-1
Construction Worker Gasoline Demand

Phase	CO ₂ e MT	Kg CO ₂ e	Gallons
Demolition	1.9	1,900	214
Site Preparation	2.4	2,400	271
Grading	0.8	800	90
Paving	0.6	600	68
Arch. Coating	0.1	100	11
Total			654

Table 4.6-2
Construction Diesel Fuel Demand

Phase	CO ₂ e MT	Kg CO ₂ e	Gallons
Construction Haul			
Site Preparation	22.7	22,700	2,884
Paving	5.9	5,900	580
Total			3,464
Construction Equipment			
Demolition	31.8	31,800	3,124
Site Preparation	45.7	45,700	4,489
Grading	12.4	12,400	1,218
Paving	5.9	5,900	580
Arch. Coating	0.6	600	59
Total			9,470

Mitigation Measures: No mitigation measures are required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

No Impact: The proposed project would be required to comply with the California Air Resources Board emission requirements for construction equipment, which includes measures to reduce fuel consumption, such as imposing limits on idling and requiring older engines and equipment to be repowered or replaced, which helps reduce energy commitments during construction. The proposed project would also be required to adhere to the provisions of the 2013 California Green Building Standards Code, which establishes planning and design standards, energy efficiency (in excess of the California Energy Code requirements), water conservation, and material conservation. Additionally, the City of Downey Conservation Element provides policy guidance that focuses on Citywide energy reduction, including ensuring the installation of energy efficient streetlights and traffic signals. With compliance with State efficiency requirements and implementation of the City's Conservation Element energy reduction goals and policies, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Mitigation Measures: No mitigation measures are required.

4.7 Geology and Soils

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

ENVIRONMENTAL ANALYSIS

The following analysis is based on information provided in the Pavement Design Memorandum prepared by Diaz-Yourman & Associates in February 2020. The Pavement Design Memorandum is presented in its entirety in Appendix C.

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

1) **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.

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

Mitigation Measures: No mitigation measures are required.

2) Strong seismic ground shaking?

Less Than Significant Impact: The Los Angeles Basin contains numerous regional earthquake faults, several which are in proximity to the City of Downey. Existing faults that would most likely impact the project area as a result of seismic activity would include the Norwalk Fault, Compton-Los Alamitos Fault, and the Whittier Fault. In the event a moderate to large earthquake occurs along one of these faults, the project area could have the potential for periodic shaking, possibly of considerable intensity. The risk for seismic shaking impacts within the project area would be like other areas in the Southern California region. The proposed project does not involve the construction of any habitat structures that would increase the risk of injury or loss of property from seismic shaking impacts. The proposed utility relocations and traffic signal replacement would be designed to meet the most recent seismic standards of the California Building Code to withstand anticipated ground shaking caused by an earthquake within an acceptable level of risk. With compliance of the California Building Code Seismic Safety Standards, potential seismic shaking impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact: Liquefaction is the phenomenon in which loosely deposited soils located below the water table undergo rapid loss of shear strength due to excess pore pressure generation when subject to strong earthquake induced ground shaking. Liquefaction is known generally to occur in saturated or near-saturated cohesion-less soils at depths shallower than 50-feet below the ground surface. The City of Downey General Plan identifies that the project area is within a Liquefaction Hazard Zone. The risk for liquefaction impacts would be like other areas in the Southern California region. The proposed project does not involve the construction of any habitat structures that would increase the risk of injury or loss of property from potential liquefaction impacts. The proposed utility relocations and traffic signal replacement would be designed to meet the most recent seismic standards of the Caltrans and Greenbook Standards to withstand anticipated ground shaking caused by an earthquake within an acceptable level of risk. With compliance of the California Building Code Seismic Safety Standards, potential seismic shaking impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Landslides?

No Impact: The areas that are most susceptible to earthquake-induced landslides are steep slopes in poorly cemented or highly fractured rocks, areas underlain by loose, weak soils and areas on or adjacent to existing landslide deposits. According to the California Department of Conservation, California Geological Survey, the project area is not within a vicinity of any existing or historic landslide deposits and would not be subject to landslide risks.

Mitigation Measures: No mitigation measures are required.

b) Result in substantial soil erosion or the loss of topsoil?

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

Mitigation Measures:

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

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?

Less Than Significant Impact With Mitigation Incorporated: To determine the stability of soils, boring samples were conducted within the project area. A review of the boring logs identified that the subsurface soils consist of silty sands, silty sand with gravels, clayey sands, poorly graded sand with gravel, and silt. The potential for severe differential settlement, landslides, and seiches within the project area would be low. According to the project's Pavement Design Memorandum, based on the existing pavement distresses, the existing pavement sections (non-existence of base materials at some locations), and anticipated traffic load, the City's proposed roadway resurfacing would be feasible, with the incorporation of the pavement design and earthwork recommendations from the Pavement Design Memorandum. The Pavement Design Memorandum, prepared for the proposed project by Diaz-Yourman & Associates, recommends minimum pavement thicknesses to ensure the geotechnical stability of the project. The recommended pavement design is based on the soils encountered below the existing pavement by the Caltrans and American Association of State Highway and Transportation Officials (AASHTO) engineering design standards and the traffic index. Implementing the recommended pavement design would ensure that no adverse soil or geologic impacts would occur that would result in the proposed project becoming unstable. With the implementation of Mitigation Measure GEO-1, potential geologic impacts would be less than significant.

Mitigation Measures:

GEO-1: The design and construction of the proposed project will implement the recommended pavement design and earthwork recommendations provided by the Pavement Design Memorandum prepared by Diaz-Yourman and Associates in February 2020.

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?

Less Than Significant Impact: Expansive soils are characteristically clay and are prone to large volume changes (swelling and shrinking) that are directly related to changes in water content. The Pavement Design Memorandum prepared for the proposed project collected and reviewed soils samples taken within the project area to determine expansiveness of the subsurface soil conditions. The subsurface soils encountered in the project area were determined to have low expansion potential. Therefore, the proposed project would not be subject to adverse expansive soil impacts that would result in substantial direct or indirect risks to life or property.

Mitigation Measures: No mitigation measures are required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

No Impact: The proposed project does not propose septic tanks or alternative wastewater disposal systems.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated: The Natural History Museum of Los Angeles County (NHMLAC) completed a Vertebrate Paleontology Records Search for the project area on November 14, 2019. The record search determined that no paleontological resources are recorded within the project area. However, fossils have been found and recorded in similar sedimentary deposits in the nearby area that could be encountered at the depth of the proposed excavations for the proposed project.

The surface deposits in the entire project area consist of younger Quaternary Alluvium, as overbank deposits from the San Gabriel River that flows just to the east. These younger Quaternary deposits usually do not contain significant fossil vertebrates, at least in the uppermost layers, but the underlying older Quaternary deposits found at varying depths could contain significant vertebrate fossils. The closest vertebrate fossil locality from the older Quaternary deposits would be LACM 3347, situated east-southeast of the project area north of Leffingwell Road east of La Mirada Boulevard, that produced a fossil specimen of a horse (*Equus*) at a depth of only two feet below the surface. The next closest vertebrate fossil localities from these Quaternary deposits would be LACM 7701-7702, northwest of the project area in the City of Commerce, near the intersection of Atlantic Avenue and the Long Beach Freeway (I-710), that produced fossil specimens of threespine stickleback (*Gasterosteus aculeatus*), salamander (*Batrachoseps*), lizard (*Lacertilia*), snake (*Colubridae*), rabbit (*Sylvilagus*), pocket mouse (*Microtus*), harvest mouse (*Reithrodontomys*), and pocket gopher (*Thomomys*), at 11 to 34 feet below grade (McLeod 2019). To avoid potential impacts to unknown paleontological resources, a halt condition is recommended that would stop construction activities in the immediate area of the finding until the significance of the finding is determined. With the implementation of Mitigation Measure PALEO-1, potential impacts to paleontological resources would be less than significant.

Mitigation Measures:

PALEO-1: In the event any evidence of a paleontological resource is discovered, all work within the vicinity of the find should stop until a qualified Paleontologist consultant can assess the find and make recommendations.

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4.8 Greenhouse Gas Emissions

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

ENVIRONMENTAL ANALYSIS

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

Greenhouse Gas Emissions (GHGs) are comprised of atmospheric gases and clouds within the atmosphere that influence the earth's temperature by absorbing most of the infrared radiation that rises from the sun-warmed surface and that would otherwise escape into space. This process is commonly known as the "Greenhouse Effect". GHGs are emitted by natural processes and human activities. GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Other greenhouse gases include water vapor, ozone, and aerosols. Water vapor is an important component of our climate system and is not regulated. Although there could be health effects resulting from changes in the climate and the consequences that it can bring about, inhalation of greenhouse gases at levels currently in the atmosphere will not result in adverse health effects, with the exception of ozone and aerosols (particulate matter). The potential health effects of ozone and particulate matter are discussed in the air quality criteria pollutant analyses. At very high indoor concentrations (not at levels existing in outside areas), carbon dioxide, methane, sulfur hexafluoride, and some chlorofluorocarbons can cause suffocation as the gases can displace oxygen.

Regulatory Framework

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

- Executive Order B-30-15, Senate Bill 32 and Assembly Bill 197
- Assembly Bill 1493
- Executive Order S-3-05
- Assembly Bill 32
- Executive Order S-1-07
- Senate Bill 97

- Senate Bill 375
- Assembly Bill 341 and Senate Bills 939 and 1374
- California Code of Regulations (CCR) Title 24, Part 11

Thresholds

Pursuant to the requirements of SB97, the Resources Agency has adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted CEQA Guidelines provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents but contain no suggested thresholds of significance for GHG emissions. Instead, lead agencies are given the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The general approach to developing a Threshold of Significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions needed to move the state towards climate stabilization. If a project would generate GHG emissions above the threshold level, its contribution to cumulative impacts would be considered significant.

The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 metric tons CO₂e/year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not formally adopted, the SCAQMD has developed a draft quantitative threshold for all land use types of 3,000 metric tons CO₂e/year (SCAQMD, September 2010). Note that lead agencies retain the responsibility to determine significance on a case-by-case basis for each specific project.

PROJECT IMPACTS

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

Less Than Significant Impact: The vast majority of project activities do not generate sufficient GHG emissions to create a project-specific impact through a direct influence of climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

For future projects, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a Climate Action Plan). The City of Downey does not have a Climate Action Plan. An Energy Action Plan (EAP) was adopted in 2015 to define the City's long-term vision for achieving energy efficiency in local government facilities and within the community. The City is committed to promoting long-term climate action activities that would reduce energy usage and related GHG emissions. The EAP has no quantitative thresholds for use in determining the significance of GHG emission. Therefore, the proposed project has been evaluated based on 3,000 MT CO₂e significance standard.

CONSTRUCTION EMISSIONS

Construction of the proposed project would generate temporary GHG emissions primarily associated with the operation of construction equipment and truck trips. Site preparation typically generates the greatest emission quantities because the use of heavy equipment would be greatest during this phase of construction. Emissions associated with the construction period were estimated based on the projected maximum amount of equipment that would be used onsite at one time over the course of the project

duration. Air districts such as the SCAQMD have recommended amortizing construction-related emissions over a 30-year period to calculate annual emissions. Complete CalEEMod results and assumptions can be viewed in the Appendix A.

Construction activity was assumed to occur over a period of approximately six months beginning in mid-2020. Based on CalEEMod results, construction activity for the proposed project would conservatively generate an estimated 125 metric tons of carbon dioxide equivalent (CO₂e). For the purpose of this analysis, it is assumed that emissions generated during construction of the intersection improvements would occur over a 6-month construction cycle. As shown in Table 4.8-1, *Estimated Construction Related Greenhouse Gas Emissions*, total construction emissions amortized over a 30-year period (the assumed life of the project), would generate 10.4 metric tons of CO₂e per year.

Table 4.8-1
Estimated Construction Related Greenhouse Gas Emissions

Year	Annual Emissions (metric tons CO ₂ e)
2020	126
Total	126
Amortized over 30 years	10.4 metric tons per year
Source: Birdseye Planning Group, <i>Air Quality and Greenhouse Gas Study</i> ; December 2019.	

OPERATIONAL INDIRECT AND STATIONARY DIRECT EMISSIONS

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

Energy Use: Operation of development typically consumes both electricity and natural gas. The generation of electricity through combustion of fossil fuels typically yields CO₂, and to a smaller extent, N₂O and CH₄. Natural gas emissions can be calculated using default values from the CEC sponsored CEUS and RASS studies which are built into the CalEEMod. There would be no natural gas or electricity associated with the operation of the proposed project. Therefore, the proposed project would not generate any emissions associated with these two sources.

Water Use Emissions: The CalEEMod results indicate that the proposed project would use approximately 1.1 million gallons of water per year for cleaning and maintenance and irrigation purposes. This is likely a conservative estimate based on the scope. However, based on the amount of electricity generated to supply and convey this amount of water, as shown in Table 4.8-2, *Estimated Annual Water Use Greenhouse Gas Emissions*, the proposed project would generate approximately 4.2 metric tons of CO₂e per year.

Table 4.8-2
Estimated Annual Water Use Greenhouse Gas Emissions

Emission Source	Annual Emissions (CO ₂ e)
Water	4.2 metric tons
Total Water	4.2 metric tons
Source: Birdseye Planning Group, <i>Air Quality and Greenhouse Gas Study</i> ; December 2019.	

Solid Waste Emissions: Based on the scope of the project, there would be no long-term solid waste disposal needs. Therefore, no emissions related to solid waste disposal were calculated.

Transportation Emissions: The proposed project would improve traffic circulation and would not generate additional vehicle trips within the project area. Therefore, there would be no transportation related GHG emissions associated with operation of the proposed project.

GHG CUMULATIVE SIGNIFICANCE

For the proposed project, the combined annual emissions would conservatively total approximately 8.4 metric tons per year in CO₂e. This total represents less than 0.001 percent of California's total 2015 emissions of 440.4 million metric tons. As referenced, the emissions are conservative and focused on water consumption required for maintenance and any landscape irrigation. Project-related annual GHG emissions would not exceed the threshold of 3,000 metric tons per year. Therefore, impacts from GHG emissions would be less than significant in the absence of specific federal, state or local thresholds.

Mitigation Measures: No mitigation measures are required.

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

No Impact: The City of Downey does not have an approved Climate Action Plan. The City does have an Energy Action Plan (EAP) that was approved in 2015. The purpose of the EAP is to define the City of Downey's long-term vision for achieving energy efficiency in local government facilities and within the community. This is intended to be accomplished by demonstrating leadership through the implementation of cost-effective energy efficiency improvements in City-owned facilities, minimizing costs associated with energy and utilities and protecting the environment. The City of Downey understands the role energy usage and energy efficiency plays in maintaining a sustainable environment; and thus, is committed to promoting long-term climate action activities to reduce energy usage and GHG emissions.

One component of the EAP focuses on reducing energy consumption associated with exterior lighting. The EAP recommends that the City replace high intensity discharge (HID) streetlight fixtures with more efficient light emitting diode (LED) fixtures. It is recognized that the majority of these fixtures are located in parking lots and in exterior light fixtures; however, streetlights meeting these goals can also be installed as part of the project to reduce overall energy consumption associated with the project.

This would be consistent with the overall theme of the General Plan, Downey Vision 2025, Conservation Element (2005), which provides policy guidance focused on city-wide energy reduction. The proposed project would reduce traffic congestion at the subject intersection; and as a result, would reduce mobile source GHG emissions. The proposed project would be consistent with the City of Downey EAP and General Plan.

Mitigation Measures: No mitigation measures are required.

4.9 Hazards and Hazardous Materials

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

ENVIRONMENTAL ANALYSIS

The following analysis incorporates hazardous site information obtained from the Los Angeles Regional Water Quality Control Board (RWQCB) GeoTracker Search Database accessed on December 2019.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact: Title 22 of the California Code of Regulations (CCR), Division 4.5, Chapter 11, Article 3 classifies hazardous materials into the following four categories based on their properties: toxic (causes human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage to materials), and reactive (causes explosions or generates toxic gases). Hazardous materials have been and are commonly used in commercial, agricultural and industrial applications as well as in residential areas to a limited extent. Hazardous wastes are hazardous materials that no longer have practical use, such

as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. The health impacts of hazardous materials exposure are based on the frequency of exposure, the exposure pathway, and individual susceptibility.

There would be the potential that hazardous materials could be transported through the intersection of Lakewood Boulevard and Florence Avenue. The transportation of hazardous materials through the City would be required to comply with State and Federal laws and regulations involving the transportation of hazardous materials. Additionally, construction operations associated with the proposed project would involve the handling of incidental amounts of hazardous materials, such as fuels, oils and solvents. The construction and operation of the proposed project would be required to comply with local, state and federal laws and regulations regarding the handling and storage of hazardous materials. Compliance with local, state and federal laws and regulations regarding the handling and storage of hazardous material would reduce potential hazardous material impacts to the public to a less than significant level.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact: As indicated previously, there would be the potential that hazardous materials could be transported through the intersection of Lakewood Boulevard and Florence Avenue and that construction operations associated with the proposed project would involve the handling of incidental amounts of hazardous materials, such as fuels, oils and solvents. To minimize the inadvertent release of hazardous materials into the environment, the proposed project would be required to comply with local, state and federal laws and regulations. Additionally, Best Management Practices would be implemented that would include hazardous material spill prevention and cleanup. Compliance with local, state and federal laws and regulations in-conjunction with implementation of Best Management Practices which would reduce the potential inadvertent release of hazardous materials into the environment.

Mitigation Measures: No mitigation measures are required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact: The closest school site to the project would be Doty Middle School located approximately 0.30 miles to the southeast of the proposed project area. As indicated previously, the construction and operation of the proposed project would not emit hazardous emissions or handle hazardous materials where they would pose a threat to public safety. The fact that the project area is located more than 0.25 miles to a school site and the proposed project would be required to comply with local, state, and federal regulations to protect inadvertent release of hazardous materials, the potential impact would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less Than Significant Impact: A database search of the Los Angeles Region State Water Resources Control Board (SWRCB) GeoTracker Database was conducted to determine the presence of any hazardous waste sites within the vicinity of the project area that could adversely impact the proposed project. As shown in

Figure 4.9-1, *Hazardous Waste Sites GeoTracker Radius Search*, there are no hazardous cleanup sites within the proposed project right-of-way. Additionally, there are no Department of Toxic Substances Control (DTSC) Cleanup Sites or Hazardous Waste Sites in the nearby area. There are two permitted underground storage tank (UST) sites and two completed-closed leaking underground storage tank (LUST) cleanup sites at the adjacent ARCO and Chevron gas stations, northeast and southeast of the Lakewood Boulevard and Florence Avenue intersection. In addition, there is a completed-closed LUST cleanup site and an open-inactive cleanup site over 200 feet from the project area adjacent to the northwest corner of Florence Avenue and Tristan Drive, which would not pose a hazardous risk for the proposed project. Based on the fact there are no known hazardous sites or no ongoing clean-up activities occurring within the project area that would pose a hazardous risk, the construction and operation of the proposed project would not create a significant hazard to the public or environment.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project area experiences overhead aircraft traffic from Los Angeles International Airport and Long Beach Airport. The closest airport to the project area would be the Long Beach Airport, located approximately eight miles to the south. The project area is not within the Los Angeles International Airport or Long Beach Airport Land Use Compatibility Plan airport influence area. Therefore, there would be no airport safety hazards associated with the proposed project.

Mitigation Measures: No mitigation measures are required.

- f) **Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

No Impact: According to the City of Downey General Plan, Lakewood Boulevard and Florence Avenue are not identified as evacuation routes. The proposed construction activities could temporarily reduce the amount of travel lanes within the project area. In the event there are temporary traffic lane closures, traffic management controls would be implemented to ensure emergency access would be maintained all times during construction.

Mitigation Measures: No mitigation measures are required.

- g) **Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

No Impact: According to the California Department of Forestry and Fire Protection, the project area is not within a Wildland Fire Hazard Area. Therefore, implementation of the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Therefore, no indirect fire hazard impacts are anticipated.

Mitigation Measures: No mitigation measures are required.

4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
1) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL ANALYSIS

The following analysis is based on the Drainage Impact Memorandum prepared by BKF Engineers in April 2020. The report is presented in its entirety in Appendix D.

The City of Downey area encompasses two watersheds, the San Gabriel River Watershed and the Rio Hondo Watershed. The City is bordered by the Rio Hondo River to the west and the San Gabriel River to the east. The City can be divided into three drainage areas with respect to the three receiving water bodies that border the City. Roughly half of the City, east of Downey Avenue, drains to the San Gabriel River. The northwest quadrant of the City, north of Firestone Boulevard and west of Downey Avenue, generally drains towards the Rio Hondo River. The remaining southwest portion of the City, south of Firestone Boulevard and west of Downey Avenue, drains to the Los Angeles River. The project area is within the northeast portion of the City. The primary receiving surface water bodies would be the San Gabriel River and the San Gabriel River Estuary. The study area also overlies the Central Groundwater Basin.

Watersheds

SAN GABRIEL RIVER WATERSHED

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

RIO HONDO RIVER WATERSHED

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

Surface Water Bodies

SAN GABRIEL RIVER

The San Gabriel River flows from the San Gabriel Mountains in the north through the San Gabriel Valley and the Los Angeles Coastal Plain and empties into the Alamitos Bay. The River runs parallel to the I-605 almost the entire length of the freeway from Azusa to Long Beach. The major tributaries to the San Gabriel River are Walnut Creek, San Jose Creek, and Coyote Creek.

SAN GABRIEL RIVER ESTUARY

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

Central Basin Groundwater Basin

The Central Basin provides approximately 96 percent of the water supplies to the City of Downey. The Central Basin underlies the southeastern part of the Los Angeles Coastal Plain, covering 277 square miles. The Central Basin is bound on the north by the La Brea High and on the northeast and east by the Elysian, Repetto, Merced and Puente Hills. The southeast boundary between the Central and Orange County Groundwater Basins roughly follows the Coyote Creek. The southwest boundary, which separates the Central and West Coast Basins, is the Newport-Inglewood fault system and the Newport-Inglewood uplift. The total storage capacity of the Central Basin is estimated to be approximately 13.8 million acre-feet. Groundwater in the Central Basin occurs in Holocene and Pleistocene sediments at relatively shallow depths. The general direction of the groundwater flow is from the northeast (San Gabriel Valley Basin and recharge areas) to the southwest (West Coast Basin and Pacific Ocean). The Montebello Forebay area, located just south of Whittier Narrows, consists of highly permeable soils and is the most significant area for surface recharge of the Central Basin and the adjacent West Coast Basin.

Flood Management

There are no areas within the City of Downey that are located within the Federal Management Agency (FEMA) 100-year flood zone. All of the City of Downey is within a 500-year flood zone (a 500-year flood is

one of intensity that has a 0.2 percent chance of occurring in any given year). In Downey, flood management is provided by a network of box culverts, underground storm drainpipes, and open channels operated and maintained by the Los Angeles County Department of Public Works. These storm drain facilities, by and large, have the capacity to convey surface runoff from a 10-year flood return frequency event. Some localized flooding could occur in areas where there are deficiencies in the existing storm drain system.

Regulatory Setting

The following is a discussion of Federal, State and local water resource programs that are applicable to the proposed project.

CLEAN WATER ACT

The objectives of the Clean Water Act are to restore and maintain the chemical, physical, and biological integrity of the Waters of the United States. The Clean Water Act establishes basic guidelines for regulating discharges of pollutants into the Waters of the United States and requires states to adopt water quality standards to protect health, enhance the quality of water resources and to develop plans and programs to implement the Act. Below is a discussion of sections of the Clean Water Act that are relevant to the proposed project.

Section 303(D) Water Bodies

Under Section 303(d) of the Clean Water Act, the California State Water Resources Control Board (SWRCB) is required to develop a list of impaired water bodies. Each of the individual Regional Water Quality Control Boards (RWQCBs) are responsible for establishing priority rankings and developing action plans, referred to as total maximum daily loads (TMDLs) to improve water quality of water bodies included in the 303(d) list. A list of the study area receiving water bodies that have been listed as 303(d) impaired water bodies is shown in Table 4.10-1, 303(d) Listed Impaired Water Bodies.

Table 4.10-1
303(d) Listed Impaired Water Bodies

Water Body	Impairment
San Gabriel River Reach 1	pH Pollutant
San Gabriel River Reach 2	Lead Pollutant
San Gabriel River Estuary	Copper, Dioxin, Nickel, Dissolved Oxygen Pollutants
Source: California Water Boards, <i>Water Quality Control Plan for the Los Angeles Region Basin</i> .	

Section 402

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

Short-Term Stormwater Management

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

Long-Term Stormwater Management

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

Priority Projects

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

Non-Priority Projects

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

STATE OF CALIFORNIA PORTER COLOGNE WATER QUALITY CONTROL ACT

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

LOS ANGELES REGION BASIN PLAN

Beneficial Uses

The Los Angeles Region Basin Plan (Basin Plan) designates beneficial uses for surface waters and groundwater basins within the San Gabriel and Rio Hondo Watersheds and identifies quantitative and narrative criteria for a range of water quality constituents to protect these beneficial uses. The beneficial uses in the Basin Plan are described in [Table 4.10-2, *Beneficial Use Descriptions*](#).

Table 4.10-2
Beneficial Use Descriptions

Abbreviation	Beneficial Use
GWR	Groundwater Recharge waters are used for natural or artificial recharge of groundwater for purposes that may include, but are not limited to, future extraction, maintaining water quality or halting saltwater intrusion into freshwater aquifers.
REC 1	Water Contact Recreation waters are used for recreational activities involving body contact with water where ingestion of water is reasonably possible. These uses may include, but are not limited to swimming, wading, water skiing, skin and scuba diving, surfing, whitewater activities, fishing and use of natural hot springs.
REC 2	Non-Contact Water Recreation waters are used for recreational activities involving proximity to water, but not normally body contact with water where ingestion of water would be reasonably possible. These uses may include, but are not limited to picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing and aesthetic enjoyment in-conjunction with the above activities.
WARM	Warm waters support warm water ecosystems that may include but are not limited to, preservation and enhancement of aquatic habitats, vegetation, fish, and wildlife, including invertebrates.
LWARM	Limited Warm Freshwater Habitat waters support warm water ecosystems which are severely limited in diversity and abundance.
COLD	Cold Freshwater habitat waters support cold water ecosystems.
BIOL	Preservation of Biological Habitats of Special Significance waters support designated areas of habitats.
WILD	Wildlife Habitat waters support wildlife habitats that may include but are not limited to the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.
RARE	Rare, Threatened or Endangered Species (RARE) waters support habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened or endangered.
MUN	Municipal and Domestic Supply waters are used for community, military, municipal or individual water supply systems. These uses may include but are not limited to drinking water supply.
AGR	Agricultural Supply waters are used for farming, horticulture or ranching. These uses may include, but are not limited to irrigation, stock watering, and support of vegetation for range grazing.
IND	Industrial Service Supply waters are used for industrial activities that do not depend primarily on water quality. These uses may include, but are not limited to mining, cooling water supply, hydraulic conveyance, gravel washing, fire protection and oil well depressurization.
PROC	Industrial Process Supply waters are used for industrial activities that depend primarily on water quality. These uses may include, but are not limited to, process water supply and all uses of water related to product manufacture or food preparation.
NAV	Navigation waters are used for shipping, travel, or other transportation by private, commercial or military vessels.
POW	Hydropower Generation waters are used for hydroelectric power generation.
COMM	Commercial and Sportfishing waters are used for commercial or recreational collection of fish or other organisms.
EST	Uses of water that support estuarine ecosystems including, but not limited to preservation or enhancement of estuarine habitats, vegetation, fish, shellfish or wildlife.

Abbreviation	Beneficial Use
WET	Uses of water that support wetland ecosystems, including but not limited to preservation or enhancement of wetland habitats, vegetation, fish, shellfish, or wildlife, and other unique wetland functions which enhance water quality, such as providing flood and erosion control, stream bank stabilization, and filtration and purification of naturally occurring contaminants.
MAR	Use of water that support marine ecosystems including, but not limited to, preservation or enhancement of marine habitats, vegetation such as kelp, fish, shellfish or wildlife.
MIGR	Uses of water that support habitats necessary for migration, acclimatization between fresh and saltwater, or other temporary activities by aquatic organisms, such as anadromous fish.
SPWN	Use of water that support high quality aquatic habitats suitable for reproduction and early development of fish.
SHELL	Use of water that support habitats suitable for the collection of filter-feeding shellfish for human consumption, commercial or sports purposes.
Source: California Water Boards, <i>Water Quality Control Plan for the Los Angeles Region Basin</i> .	

As shown in Table 4.10-3, Study Area Surface Water Body Beneficial Uses, the Basin Plan identifies beneficial uses for San Gabriel River, San Gabriel Estuary and the San Gabriel Central Groundwater Water Basin.

Table 4.10-3
Study Area Surface Water Body Beneficial Uses

Beneficial Use		San Gabriel River Reach 1	San Gabriel River Reach 2	San Gabriel River Estuary	San Gabriel Groundwater Basin
Municipal and Domestic Supply	MUN	X	X	NL	X
Navigation	NAV	NL	NL	X	NL
Commercial and Sport Fishing	COMM	NL	NL	X	NL
Estuarine Habitat	EST	NL	NL	X	NL
Marine Habitat	MAR	NL	NL	X	NL
Ground Water Recharge	GWR	NL	I	NL	NL
Agricultural Supply	AGR	NL	NL	NL	X
Industrial Service Supply	IND	NL	X	X	X
Industrial Process Supply	PROC	NL	X	NL	NL
Water Contact Recreation	REC 1	X	X	X	NL
Non-contact Water Recreation	REC 2	X	X	X	NL
Warm Freshwater Habitat	WARM	X	I	NL	NL
Wildlife Habitat	WILD	X	X	X	NL
Rare, Threatened, or Endangered Species	RARE	NL	X	X	NL
Migration of Aquatic Organisms	MIGR	NL	NL	X	NL
Spawning, Reproduction, and/or Early Development	SPWN	NL	NL	X	NL
Shellfish Harvesting	SHELL	NL	NL	X	NL
Wetland Habitat	WET	NL	NL	NL	NL
Abbreviations: NL-Not Listed, X- Present or Potential Use, I- Intermittent Beneficial Use Source: California Water Boards, <i>Water Quality Control Plan for the Los Angeles Region Basin</i> .					

Water Quality Objectives

The Basin Plan establishes water quality objectives to ensure the protection of beneficial uses. The water quality objectives for project area water bodies are shown in [Table 4.10-4, *Water Quality Objectives*](#).

Table 4.10-4
Water Quality Objectives

Reach	TDS	HARD	Na	Cl	N	SO ₄	BOD
San Gabriel River Reach 1	NL	NL	NL	NL	NL	NL	NL
San Gabriel River Reach 2	NL	NL	NL	NL	NL	NL	NL
San Gabriel River Estuary	NL	NL	NL	NL	NL	NL	NL
Notes: NL - Not Listed, (1) Five year moving Average Concentrations in Units of Milligrams Per Liter Abbreviations: TDS = Total Dissolved Solids, HARD = Hardness, Na = Sodium, Cl = Chloride, N = Nitrogen, SO ₄ = Sulfate, BOD = Biochemical Oxygen Demand Source: California Water Boards, <i>Water Quality Control Plan for the Los Angeles Region Basin</i> .							

PROJECT IMPACTS

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

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

BENEFICIAL USES

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

The long-term operation of the proposed project would generate surface water runoff that could contain pollutants that could conflict with project area surface water beneficial use. The proposed project would be required to comply with the Los Angeles RWQCB Long-Term Post Construction Stormwater requirements (Order No. R4-2012-0175), which requires the City of Downey to adopt a green street policy.

WATER QUALITY OBJECTIVES

As shown in [Table 4.10-4, *Water Quality Objectives*](#), there are no water quality objectives established for the San Gabriel River, San Gabriel River Estuary or for the Central Groundwater Basin. Therefore, implementation of the proposed project would not have the potential to conflict with Basin Plan water quality objectives.

SECTION 303(D) IMPAIRED WATER BODIES

The RWQCB identifies San Gabriel River Reach 1, San Gabriel River Reach 2 and the San Gabriel River Estuary as impaired water bodies. During construction and operation of the proposed project, there would be the potential that degraded surface water runoff could be generated and conveyed to the project area surface water bodies. Depending on the constituents in the surface water, existing impaired water bodies could be further impaired. The proposed project would comply with RWQCB requirements for the management of construction related stormwater runoff and post construction stormwater runoff. Compliance with RWQCB requirements would avoid further impairment of impaired water bodies within the study area.

Mitigation Measures:

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

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

No Impact: The project area overlies the Central Basin Groundwater Basin. The proposed project would not involve the extraction of groundwater or involve any activities that would interfere with groundwater recharge activities.

Mitigation Measures: No mitigation measures are required.

- 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:**

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

Less Than Significant Impact With Mitigation Incorporated: Construction operations for the proposed project would involve excavation and grading activities that would expose soils. The exposed soils could be subject to erosion impacts caused by water and wind. Additionally, construction equipment and vehicles could indirectly transport sediment to offsite locations. The project would disturb at least one acre of soil and would be subject to the SWRCB Order 2009-009-DWQ and would be required to obtain coverage under a General Construction Permit by the SWRCB. The General Construction Permit would require filing a Notice of Intent to the Stormwater Report Tracking System and obtain a Waste Discharger Identification number from the RWQCB and the preparation of a SWPPP. With the implementation of Mitigation Measure HWQ-1, potential erosion impacts would be less than significant.

Mitigation Measures: Mitigation Measure HWQ-1 is required.

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

Less Than Significant Impact: The proposed project would not increase the overall amounts of impervious surfaces within the project area. Therefore, existing rates of surface water runoff would not increase over the current condition.

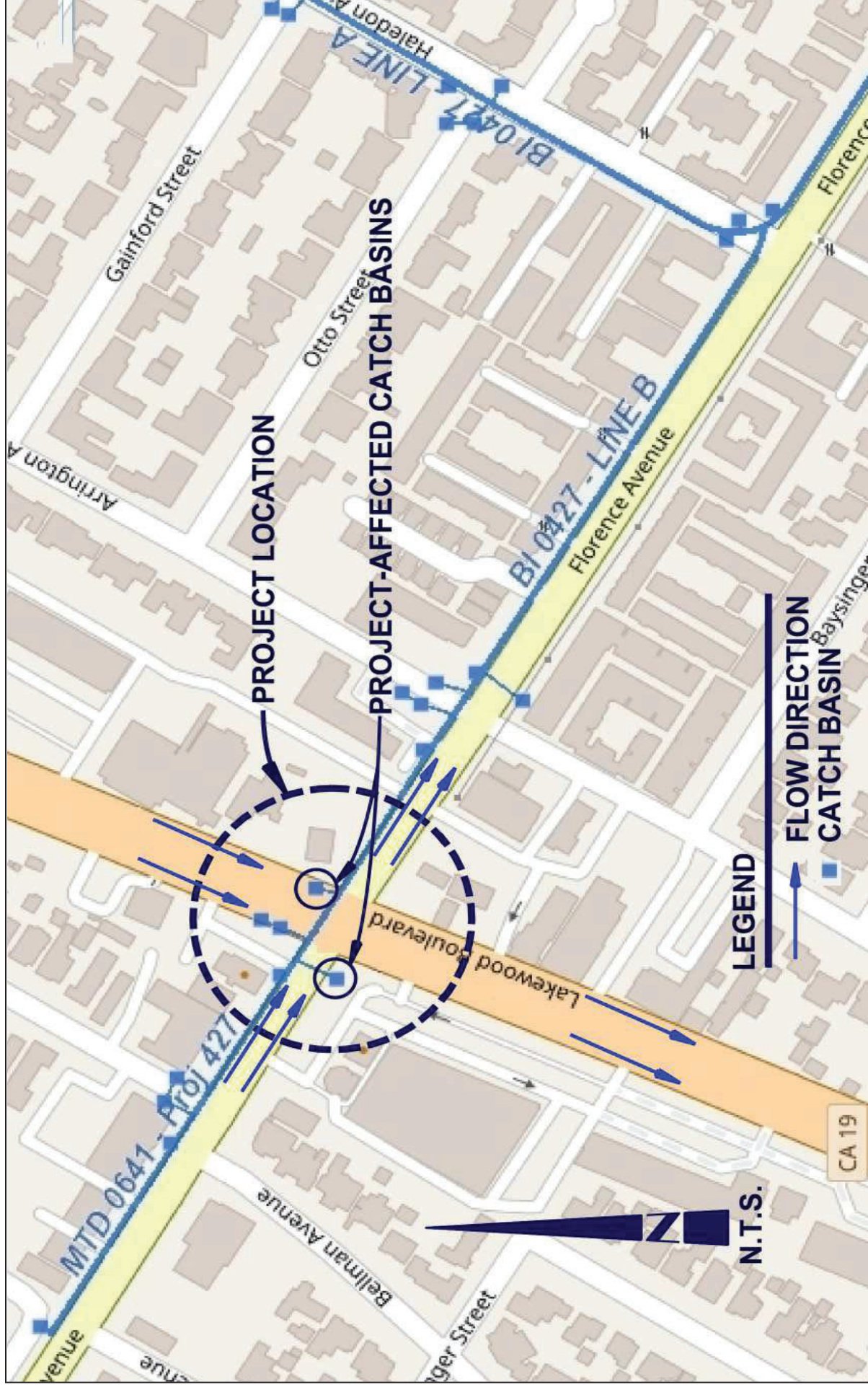
Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact: The proposed project involves the enlarging of the curb-returns at each of the four corners of the intersection and the slight widening of the easterly side of Lakewood Boulevard on both sides of the intersection and the southside of Florence Avenue between Lakewood Boulevard and Arrington Avenue. The physical improvements to the intersection would require that two catch basins and a portion of their connecting lateral storm drains be demolished and reconstructed in-kind. The first catch basin is located on the southerly side of Florence Avenue, just west of the intersection. The second catch basin is located on the easterly side of Lakewood Boulevard, just north of the intersection. The project would replace both catch basins with facilities of equal or slightly greater capacity. Both connecting laterals would be replaced with equal-sized reinforced concrete pipe configured to meet the Los Angeles County Department of Public Works standards.

Under existing conditions, drainage on Florence Avenue, west of the intersection flows easterly towards the intersection. Prior to reaching the intersection, flow is intercepted by two catch basins located on the northerly and southerly sides of the street. Flow on the easterly side of the intersection flows to the east in the Florence Avenue gutters away from the project area.

Flow on Lakewood Boulevard, north of the intersection, flows southerly towards the intersection. Flow on both the easterly and westerly sides of the street is intercepted by catch basins prior to reaching the intersection. South of the intersection, runoff flows to the south away from the intersection. Flow that is intercepted by the catch basins is conveyed to a mainline storm drain system identified as Line B of Miscellaneous Transfer Drain (MTD) No. 0641. This designation indicates that the storm drain is owned and maintained by the Los Angeles County Department of Public Works. The upstream end of this storm drain is located on Florence Avenue, west of the project area, at the approximate location of the Birchdale Avenue intersection with Florence Avenue. The storm drain continues to the east through the intersection and terminates at its junction with Los Angeles County Department of Public Works Line A. Flows intercepted at the project intersection ultimately discharges into the San Gabriel River. Figure 4.10-1, *Pre-Project Drainage Facilities*, depicts the location of the existing storm drain and the existing conditions of the catch basins.



Source: BKF Engineering; April 2020.

LAKEWOOD BOULEVARD AT FLORENCE INTERSECTION
IMPROVEMENT PROJECT (CIP NO. 19-07)
Initial Study/Mitigated Negative Declaration
Pre-Project Drainage Facilities



The proposed intersection improvements would not alter the pre-project drainage patterns. Existing flows within the project area would continue undiverted and unobstructed under post-project conditions. The slight widening of the southerly side of Florence Avenue would not create any additional area tributary to the existing storm drain facilities. The widenings would result in the conversion of a small area of landscaped pervious cover to an impervious surface. However, the total area of the converted landscaping would be estimated to be less than a tenth of an acre. Therefore, the project would not have any significant impact on pre-project flow rates to the existing storm drain facilities within the project area.

The physical improvements to the intersection would require that two catch basins and a portion of their connecting lateral storm drains be demolished and reconstructed in-kind. The first catch basin is located on the southerly side of Florence Avenue, just west of the intersection. The second catch basin is located on the easterly side of Lakewood Boulevard, just north of the intersection. The project would replace both catch basins with facilities of equal or slightly greater capacity. Both connecting laterals would be replaced with equal-sized reinforced concrete pipe configured to meet Los Angeles County Department of Public Works standards. Based on a comparison of the pre- and post-project drainage patterns, the project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) Impede or redirect flood flows?

No Impact: The project area is not included within a flood zone. Therefore, implementation of the proposed project would not impede or redirect flood flows. As part of the hydrological analysis prepared for the project, it was determined the post construction stormwater management system would be adequate for stormwater flows conveyed through the project area. Implementation of the proposed project would not involve the construction of any structures that would impede flood flows.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact: The City is not within a tsunami runup area or within a seiche zone. The City lies within the flood inundation area of the Whittier Narrows Dam and could be subject to flood risks and the potential release of pollutants that may be generated from flood flows. The “Whittier Narrows” is a natural gap in the hills that form the southern boundary of the San Gabriel Valley. The Rio Hondo and the San Gabriel rivers flow through this gap and are impounded by the reservoir. The Whittier Narrows Dam is currently classified by the U.S. Army Corps of Engineers as DSAC I rating. The DSAC I rating indicates that the U.S. Army Corps of Engineers considers the incremental risk to be very high. The DSAC I rating also identifies the dam as one of the highest priority dam safety projects for the U.S. Army Corps of Engineers. The U.S. Army Corps of Engineers has prepared a Dam Safety Modification Study that has identified a recommended mitigation plan to reduce the threat of inundation. The recommended plan prevents the earthen dam from eroding and failing when overtopped by placing roller compacted concrete on the crest and downstream slope of the embankment. The plan prevents failure due to erosion underneath the dam by adding additional seepage control features (e.g., trench drains, relief wells and graded filter/drainage blankets) to allow the safe dissipation of subsurface pressures which would be the result of unusually large pools. Construction is anticipated to start in 2021 with completion in 2025. Implementation of the proposed

project would not increase the risk for flood inundation or increase the risk for release of pollutants from flooding. Additionally, the proposed project would not involve the construction of any facilities that would conflict with flood control improvements proposed for the Whittier Narrows Dam. Potential flood hazards would be less than significant.

Mitigation Measures: No mitigation measures are required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact: Implementation of the proposed project would not conflict with the Los Angeles Region Basin Plan beneficial uses established for receiving water bodies for the project and would not conflict with water quality objectives or further impair existing impaired water bodies.

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

Mitigation Measures: No mitigation measures are required.

4.11 Land Use and Planning

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

ENVIRONMENTAL ANALYSIS

a) Physically divide an established community?

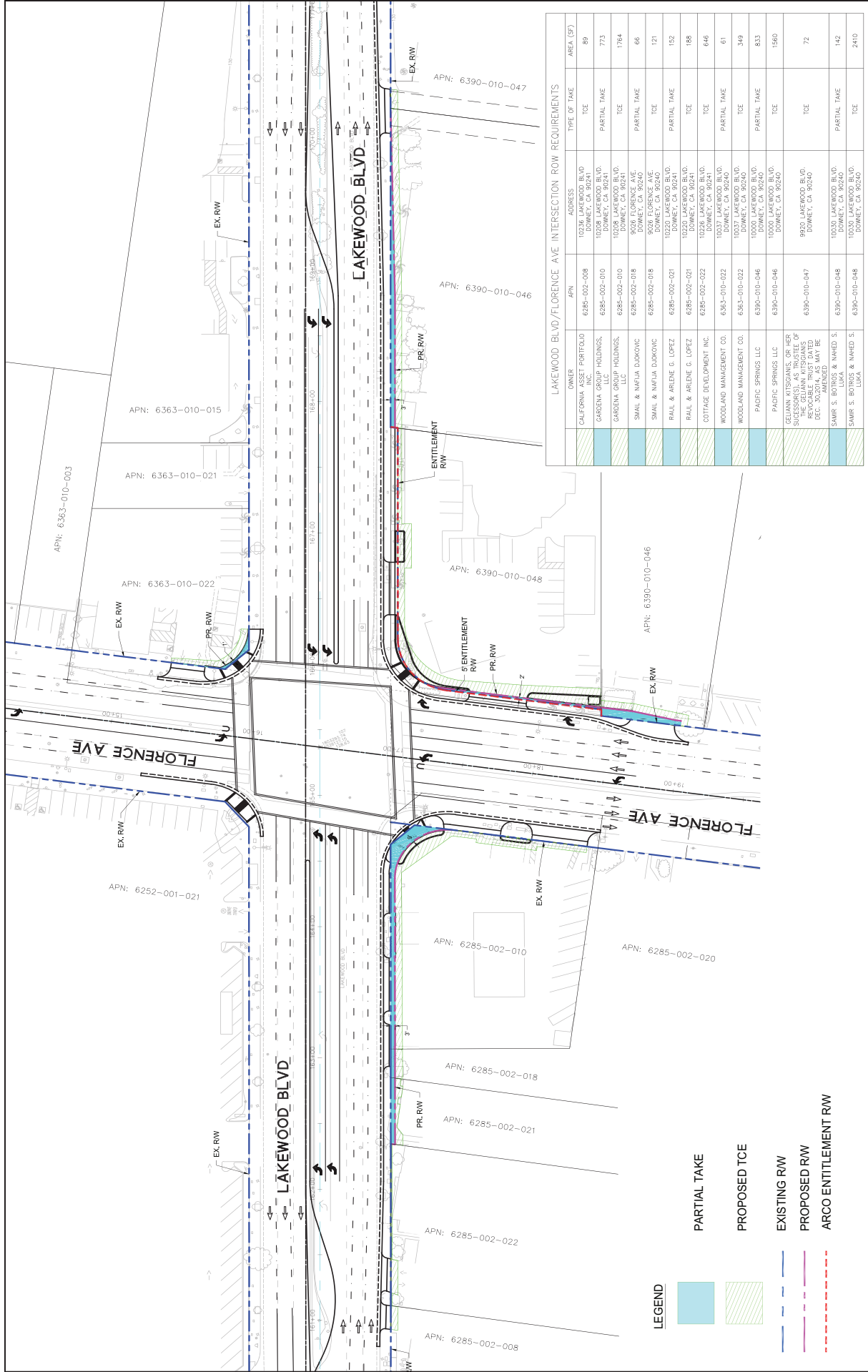
Less Than Significant Impact With Mitigation Incorporated: The project area is located within a commercial corridor and composed of a variety of general commercial land uses. The proposed roadway widening would require right-of-way acquisition along northbound and southbound Lakewood Boulevard and westbound Florence Avenue. Additionally, partial right-of-way acquisitions and temporary construction easements (TCEs) would be required for the northeast, southeast and northwest quadrants of the project area. The partial right-of-way acquisitions and TCE's required for the project are shown in Figure 4.11-1, *Partial Right-of-Way Acquisitions and Temporary Construction Easements*.

PARTIAL RIGHT-OF-WAY ACQUISITIONS

The proposed project would require approximately 3,501 square feet of partial right-of-way acquisitions to allow for the roadway widening of Lakewood Boulevard and Florence Avenue. The potential right-of-way acquisitions would occur within the northeast, southeast and northwest quadrants of the project; refer to Table 4.11-1, *Partial Right-of-Way Acquisitions*.

Table 4.11-1
Partial Right-of-Way Acquisitions

Address	Type of Acquisition	Area (sq.ft.)
10236 Lakewood Boulevard, Downey, CA 90241	Temporary Construction Easement	89
10208 Lakewood Boulevard, Downey, CA 90241	Partial Take	773
10208 Lakewood Boulevard, Downey, CA 90241	Temporary Construction Easement	1,764
9026 Florence Avenue, Downey, CA 90241	Partial Take	66
9026 Florence Avenue, Downey, CA 90241	Temporary Construction Easement	121
10220 Lakewood Boulevard, Downey, CA 90241	Partial Take	152
10220 Lakewood Boulevard, Downey, CA 90241	Temporary Construction Easement	188
10226 Lakewood Boulevard, Downey, CA 90241	Temporary Construction Easement	646
10037 Lakewood Boulevard, Downey, CA 90241	Partial Take	61
10037 Lakewood Boulevard, Downey, CA 90241	Temporary Construction Easement	349
10000 Lakewood Boulevard, Downey, CA 90241	Partial Take	833
10000 Lakewood Boulevard, Downey, CA 90241	Temporary Construction Easement	1,560
9920 Lakewood Boulevard, Downey, CA 90241	Temporary Construction Easement	72
10030 Lakewood Boulevard, Downey, CA 90241	Partial Take	142
10030 Lakewood Boulevard, Downey, CA 90241	Temporary Construction Easement	2,410



Source: BKF Engineering; July 8, 2020.



VCS Environmental

LAKESWOOD BOULEVARD AT FLORENCE INTERSECTION IMPROVEMENT PROJECT (CIP NO. 19-07) Initial Study/Mitigated Negative Declaration Partial Right-of-Way Acquisitions and Temporary Construction Easements

Figure 4.11-1

Northeast Quadrant: The proposed roadway widening would occur along northbound Lakewood Boulevard and westbound Florence Avenue. The existing right-of-way on Florence Avenue would be moved approximately seven feet to the northerly direction due to the addition of the proposed dedicated right turn lane. The existing right-of-way on Lakewood Boulevard would be moved approximately three feet to the easterly direction to accommodate the proposed dual left turn pockets on Lakewood Boulevard. The following two properties would be impacted: 10030 and 10000 Lakewood Boulevard. The City of Downey currently has a 10-foot dedication in an agreement with ARCO. The radius of the curb return has been modified from 25 feet to 45 feet. This would impact the landscaping and irrigation along the frontage of the ARCO Station. [Table 4.11-1](#) identifies the amount of partial property acquisition for each property and the portion of the building site that would be affected.

Southeast Quadrant: In this quadrant, right-of-way acquisitions would be necessary to construct the proposed improvements. Based on the incorporation of the new northbound left turn, there are four properties on the east side of Lakewood Boulevard that would be impacted: 9026, 10208, 10220 and 10226 Lakewood Boulevard. The existing right-of-way on Lakewood Boulevard would be moved approximately three feet in the easterly direction to accommodate the proposed dual left turn pockets on Lakewood Boulevard. [Table 4.11-1](#) identifies the amount of partial property acquisition for each property and the portion of the building site that would be affected.

Northwest Quadrant: Right-of-way acquisition would be required to accommodate the increase of radius of the curb return from 25 feet to 40 feet and the new ADA curb ramp. One property at 10037 Lakewood Boulevard would be impacted. The area of the partial take is anticipated to be approximately 70 square feet. [Table 4.11-1](#) identifies the amount of partial property acquisition for each property and the portion of the building site that would be affected.

As shown in [Table 4.11-1](#), the amount of partial property acquisition at each property would be minimal. The partial property acquisitions would impact and reduce the size of the existing landscaping, planters and sidewalks within the project area. The reduced amount of landscape area and sidewalk area would not create any nonconforming properties and would not affect access to the site. All landscaping areas impacted by the proposed project would be replanted and restored to match existing landscaping on the building site. The City would coordinate and come to an agreement with each affected property owner on the acquisition of right-of-way property and would ensure that potential construction activities do not have a significant effect on the operation of the existing business. With the implementation of Mitigation Measures LU-1 and LU-2, potential land use impacts would be less than significant.

TEMPORARY CONSTRUCTION EASEMENT

A total of 7,665 square feet of temporary construction easements would be needed for the proposed roadway improvements. Within the temporary construction easement areas, construction activities would temporarily impact the existing landscape, planters and sidewalks. Once construction operations are completed, all temporary disturbed areas would be returned to their pre-existing condition. Because the temporary disturbed areas would be returned to their original condition, temporary impacts would be less than significant.

Construction activities associated with the proposed project could impede vehicle and pedestrian access to existing land uses. Prior to the start of construction activities, property owners within the vicinity of the project area would be notified of the proposed construction activities. Additionally, during construction, a Traffic Control Management Plan would be implemented to facilitate vehicle and pedestrian access to existing land uses. With the implementation of Mitigation Measures LU-3 and LU-4, potential temporary land use impacts would be less than significant.

Mitigation Measures:

- LU-1: Prior to impacts to private property, the City will coordinate and come to an agreement with the property owner on the acquisition of right-of-way property.
- LU-2: Prior to impacts to private property, coordination would occur with the business owner to ensure that potential construction activities would not have a significant effect on the operation of the business.
- LU-3: Prior to construction, a community outreach program will be implemented to inform the community about the project construction activities.
- LU-4: Prior to the start of construction activities, a Traffic Control Management Plan will be prepared and implemented.

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?

Less Than Significant Impact: The relevant planning program for the proposed project would be the City of Downey's Circulation Element. The Circulation Element designates both Lakewood Boulevard and Florence Avenue as major arterial roadways and identifies needed intersection improvements at the intersection of Lakewood Boulevard and Florence Avenue. Additionally, the City of Downey General Plan identifies several policies supporting the proposed project. A listing of those policies relevant to the proposed project are identified below:

- Policy 2.1.1.1: Maintain a street system that provides safe and efficient movement of people and goods.
- Program 2.1.1.5: Widen street right-of-way as necessary and consistent with providing an adequate level of service.
- Program 2.1.1.6: Encourage appropriate turn lane and other operational improvements at major arterial intersections identified as congested.

The proposed project would be consistent with the City's Circulation Element, in that it would improve the operation of the intersection by adding double left turn lanes north and south of the intersection for Lakewood Boulevard and a right turn lane east of the intersection for Florence Avenue. Additionally, the proposed project would be consistent with the City's General Plan Circulation Element Policies and Programs. No adverse impacts would occur regarding potential conflicts with the City's General Plan Circulation Element.

Mitigation Measures: No mitigation measures are required.

4.12 Mineral Resources

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

ENVIRONMENTAL ANALYSIS

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

No Impact: According to the City of Downey General Plan, there are no commercially viable sand and gravel resources in the City. Therefore, implementation of the proposed project would not result in the loss of a mineral resource that would have value to the State.

Mitigation Measures: No mitigation measures are required.

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?

No Impact: The City of Downey General Plan does not identify any locally-important mineral resource recovery sites in the City. Therefore, no impacts to locally important mineral resource recovery sites would be associated with implementation of the proposed project.

Mitigation Measures: No mitigation measures are required.

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4.13 Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL ANALYSIS

Background

NOISE LEVELS

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

SOUND ATTENUATION

Noise levels typically attenuate (or drop off) at a rate of six dBA per doubling of distance from point sources (i.e., industrial machinery). Additionally, noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about five dBA, while a solid wall or berm reduces noise levels by approximately seven dBA. The manner in which older homes in California were constructed (approximately 30 years old or older) generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units and office buildings construction to California Energy Code standards is generally 30 dBA or more (Harris, Miller, Miller and Hanson, 2006).

NOISE METRICS

One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest RMS (root mean squared) sound pressure level within the measuring period, and Lmin is the lowest RMS sound pressure level within the measuring period. The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10 dBA penalty for noise occurring during nighttime (10:00 PM to 7:00 AM) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a five dBA penalty for noise occurring from 7:00 PM to 10:00 PM and a 10 dBA penalty for noise occurring from 10:00 PM to 7:00 AM. Noise levels described by Ldn and CNEL usually do not differ by more than one dB. Daytime Leq levels are louder than Ldn or CNEL levels; thus, if the Leq meets noise standards, the Ldn and CNEL are also met.

Regulatory Programs

FEDERAL

The Federal Noise Control Act (1972) addressed the issue of noise as a threat to human health and welfare. To implement the Federal Noise Control Act, the U.S. Environmental Protection Agency (EPA) undertook a number of studies related to community noise in the 1970s. The EPA found that 24-hour averaged noise levels less than 70 dBA would avoid measurable hearing loss, levels of less than 55 dBA outdoors and 45 dBA indoors would prevent activity interference and annoyance (EPA 1972). The U.S. Department of Housing and Urban Development (HUD) published a Noise Guidebook for use in implementing the Department's noise policy. In general, HUD's goal is exterior noise levels that are less than or equal to 55 dBA Ldn. The goal for interior noise levels is 45 dBA Ldn.

STATE

Title 24 of the California Code of Regulations (CCR) establishes standards governing interior noise levels that apply to all new single-family and multi-family residential units in California. These standards require that acoustical studies be performed before construction at building locations where the existing Ldn exceeds 60 dBA. Such acoustical studies are required to establish mitigation measures that will limit maximum Ldn levels to 45 dBA in any habitable room. Although there are no generally applicable interior noise standards pertinent to all uses, many communities in California have adopted a Ldn of 45 as an upper limit on interior noise in all residential units.

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

CITY OF DOWNEY

City of Downey Noise Ordinance

The City of Downey requires new projects to meet exterior noise level standards as established in Section 4606.3 of the City's Municipal Code Noise Ordinance. [Table 4.13-1, City of Downey Noise Ordinance](#)

Standards, identifies the maximum allowable noise level for different land uses in the City for certain hours of the day.

Table 4.13-1
City of Downey Noise Ordinance Standards

Land Use	Hours of Day	
	7:00 AM to 10:00 pm	10:00 PM to 7:00 AM
Residential	55db (A)	45db(A)
Commercial	65db(A)	65db(A)
Manufacturing	70db(A)	70db(A)
Notes: 1. If any parcel of real property is developed and used for multiple land uses, the lower land use noise level standard shall apply. 2. In the hours between 7:00 AM to 10:00 PM, the noise levels permitted may be adjusted by the inclusion of the following factors when applicable: <ul style="list-style-type: none"> Noise source operated 12 minutes per hour or less +5db(A) Noise Source operated 3 minutes per hour or less + 10dB(A) Noise source operated 1 minute per hour or less +15dB(A) 		

General Plan Noise Element

The City of Downey General Plan Noise Element recognizes that a major concern with noise is its effect on noise sensitive land uses. A typical example of noise sensitive land use includes, residences, schools, parks, hospitals, daycare centers and public assembly areas. Table 4.13-2, City of Downey General Plan Noise Element Acceptable Noise Levels, identifies maximum interior and exterior noise levels established in the City of Downey General Plan Noise Element.

Table 4.13-2
City of Downey General Plan Noise Element Acceptable Noise Levels

Land Use	Interior	Exterior
Residential	45db(A)	60db(A) and below
Schools, parks, and other non-residential noise sensitive land uses	45db9A) and below	60db(A) and below
Commercial	65db(A) and below	Not Applicable
Industrial	70db(A) and below	Not Applicable

Additionally, the Noise Element identifies goals and policies to reduce noise impacts on the public. Below are noise management goals, policies and programs that would be relevant to the proposed project:

- Goal 6.1: Protect persons from exposure to excessive noise.
- Policy 6.1.1: Minimize noise impacts onto noise-sensitive uses.
- Program 6.1.1.1: Enforce noise standards.
- Program 6.1.1.3: Continue to enforce provisions prohibiting construction activities during noise-sensitive hours.
- Policy 6.2.1: Reduce noise generated by vehicular traffic.

Vibration Standards

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

There are several different methods that are used to quantify vibration amplitude such as the maximum instantaneous peak in the vibrations velocity, which is known as the peak particle velocity (PPV). Presently, there is not a local threshold that quantifies the level at which excessive groundborne vibration occurs. The California Department of Transportation (Caltrans) issued the *Transportation- and Construction-Induced Vibration Guidance Manual* in 2004. This manual provides practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. This manual is also used as a reference point by many lead agencies and CEQA practitioners throughout California, as it provides numeric thresholds for vibration impacts. Thresholds are established for vibration, which found that the human response becomes distinctly perceptible at 0.25 inch per second PPV. The manual identifies that potential damage could occur at the 1.0 inch per second PPV threshold to residential structures and the 2.0 inch per second PPV threshold for potential damage to industrial and commercial structures.

PROJECT IMPACTS

- 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?**

Less Than Significant Impact With Mitigation Incorporated:

PERMANENT NOISE IMPACTS

The proposed project would not increase the vehicle capacity of the existing project area roadways or generate new vehicle capacity that would increase noise levels within the project area. The proposed project would increase the operation efficiency of the Lakewood Boulevard and Florence Avenue intersection, which could result in less vehicle queuing and idling along Lakewood Boulevard and Florence Avenue and a lowering of existing noise level baseline ambient conditions. No impacts regarding permanent increase in noise levels would be associated with implementation of the proposed project.

TEMPORARY CONSTRUCTION NOISE IMPACTS

The main sources of noise during construction activities would include heavy machinery used during site preparation (i.e., removing existing pavement and subgrade), as well as equipment used for placing new subgrade material and pavement. Table 4.13-3, Typical Construction Equipment Noise Levels, shows the typical noise levels associated with heavy construction equipment. As shown in Table 4.13-3, average noise levels associated with the use of heavy equipment at construction sites can range from about 81 to 95 dBA at 25 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction.

Table 4.13-3
Typical Construction Equipment Noise Levels

Equipment Onsite	Typical Level (dBA) 25 Feet from the Source	Typical Level (dBA) 50 Feet from the Source	Typical Level (dBA) 100 Feet from the Source
Air Compressor	84	78	72
Backhoe	84	78	72
Bobcat Tractor	84	78	72
Concrete Mixer	85	79	73
Bulldozer	88	82	76
Jack Hammer	95	89	83
Pavement Roller	86	80	74
Street Sweeper	88	82	76
Man Lift	81	75	69
Dump Truck	82	76	70
Compactor	88	82	76
Grader	91	85	79
Paver	95	89	83
Loader	91	85	79
Scarifier	89	83	77
Notes: Noise levels based on FHWA Roadway Construction Noise Model (2006) Users Guide Table 1. Noise levels based on actual maximum measured noise levels at 50 feet (Lmax). Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance. Source: Hanson, Towers and Meister, May 2006.			

The project area is within a commercial corridor that experiences considerable amount of traffic noise. The construction activities for the proposed project would generally occur within 150 feet to 500 feet of all four approaches to the Lakewood Boulevard and Florence Avenue intersection. As shown in [Table 4.13-4, *Estimated Temporary Noise Levels*](#), within the surrounding area there is a mix of single-family and multi-family noise sensitive land uses. Based on EPA noise emissions, empirical data and the amount of equipment needed for construction of the proposed project, worst-case noise levels from the construction equipment would occur during site preparation/grading and related activities. The anticipated equipment used onsite would include a dozer, paver, backhoe/tractor, loader and a grader. Additionally, trucks would be used to haul material to and from the work area. Construction operations are expected to occur continuously over the workday. For the purpose of estimating noise levels during site preparation, if a paver (95 dBA), bulldozer (88 dBA), a loader backhoe (91 dBA) and a dump truck (82 dBA) were working simultaneously in one area over an eight-hour work day, the eight-hour Leq would be approximately 88 dBA at 50 feet. [Table 4.13-4](#) below estimates the temporary noise level based on the distance between the sensitive receptor and the proposed construction activity. To be conservative, construction activities were assumed to occur within a 150-foot to 500-foot segment of Lakewood Boulevard and Florence Avenue from both directions.

Table 4.13-4
Estimated Temporary Noise Levels

Approach	Land Use	Distance (Feet)	Estimated Noise Level
Lakewood Boulevard south Florence Avenue	Single-Family Residential	250	67 ¹
Tristan Avenue	Single-Family Residential	200	64 ^{1,2}
Florence Avenue east Lakewood Boulevard	Multi-Family Residential	350	72
Bellman Avenue	Single-Family Residential	250	62 ^{1,2}
Notes: 1. Assumes a seven dBA reduction from existing block wall. 2. Assumes a five dBA reduction when existing structures located between sensitive receptor and construction activity.			

As shown above, the estimated temporary noise levels would range from 62db(A) to 72db(A). Presently, the project area experiences high levels of traffic noise. With the existing background traffic noise occurring in the project area, the estimated increase in noise from the project construction activity would most likely not be discernable. Additionally, as referenced, the City of Downey does not regulate construction noise provided it occurs within a 12-hour period of time between 7:00 AM and 7:00 PM each day. The proposed project construction activities would occur between the hours of 7:00 AM and 7:00 PM and therefore, the temporary construction noise impacts would be considered less than significant. To minimize noise impacts during construction, Mitigation Measures N-1, N-2 and N-3 would be implemented.

Mitigation Measures:

- N-1: Require that construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
- N-2: Prohibit the start-up of heavy construction before 7:00 AM.
- N-3: Require that haul truck deliveries be subject to the same hours specified for construction.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact With Mitigation Incorporated: The operation of the proposed project would not generate additional vibration impacts within the project area. The construction activities associated with the proposed project would have the potential to generate vibration impacts in the localized area. Table 4.13-5, *Vibration Source Levels for Construction Equipment*, shows that construction equipment could reach 81 VdB at 50 feet and 87 VdB at 20 feet from the source assuming a large bulldozer is used during site preparation. With respect to ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings. As shown in Table 4.13-5, potential vibration levels are not estimated to exceed 100 VdB. Additionally, implementation of the construction noise control measures identified in Mitigation Measure N-1 would reduce vibration levels. With the implementation of Mitigation Measure N-1, temporary vibration impacts would be less than significant.

Table 4.13-5
Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jackhammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46
Source: Federal Transportation Administration, 2018.					

Mitigation Measures: Mitigation Measure N-1 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 closest airport to the project area would be Long Beach Airport, located approximately 10 miles to the south. The project area site is not within an airport influence area and not included with an airport land use compatibility plan that identifies elevated levels of aircraft noise impacts. Therefore, the project area would not be subject to excessive noise levels from overhead aircraft.

Mitigation Measures: No mitigation measures are required.

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4.14 Population and Housing

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

ENVIRONMENTAL ANALYSIS

- a) **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 Southern California Association of Governments (SCAG) is the largest Metropolitan Planning Organization (MPO) in the nation, with more than 19 million residents. The SCAG region includes six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 incorporated cities. In 2008, SCAG initiated the Local Profiles project as a part of a larger initiative to provide a variety of new services to its member cities and counties. Through extensive input from member jurisdictions, the inaugural Local Profiles Reports were released at the SCAG General Assembly in May 2009. The Local Profiles have since been updated every two years. The Local Profiles Reports provide a variety of demographic, economic, education, housing, and transportation information for each member jurisdiction. The population and housing data for the City of Downey and County of Los Angeles are shown in [Table 4.14-1, Socioeconomic Data](#).

Table 4.14-1
Socioeconomic Data

Data	City of Downey	County of Los Angeles
Total Population	114,146	10,283,729
Total Households	34,037	3,338,658
Household Size	3.3	3.0
Household Income	\$68,162	\$61,015
Source: Southern California Association of Governments 2019 Local Community Report.		

The proposed project involves improvements to existing roadways to increase operation efficiency and to increase the vehicle capacity of the intersection. The improvements would not increase the vehicle capacity or increase traffic volumes within the project area. The project area is currently built out. The proposed intersection improvements would be consistent with the City's General Plan which supports existing population levels and planned population growth in the City. The project would not extend infrastructure into any undeveloped areas that would facilitate growth beyond the level of growth projected in the City.

of Downey General Plan. The project would not generate any permanent employment opportunities that would generate additional housing demands. The construction of the proposed project would generate short-term construction employment opportunities within the project area that would most likely be filled from the local area and would not generate need for new housing, public services, or commercial commerce. Therefore, no adverse population impacts would occur.

Mitigation Measures: No mitigation measures are required.

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

No Impact: Implementation of the proposed project would not involve any full, partial or temporary property acquisitions that would involve residential properties that would require the need for replacement housing. Implementation of the proposed project would not displace any housing. Therefore, no replacement housing would be needed, and no impacts would occur.

Mitigation Measures: No mitigation measures are required.

4.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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:				
1) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL ANALYSIS

- a) **Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered 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:**

1) Fire protection?

Less Than Significant Impact: The City of Downey Fire Department provides fire protection within the City. The nearest station to the project area is Station #4, located at 9349 Florence Avenue in Downey, approximately 0.6 miles southeast of the project area. As a roadway improvement, the proposed project would not substantially increase the need for fire protection services. During construction, there could be the potential that existing travel lanes could be reduced, which could affect response times within the project area. During construction, traffic management controls would be in place to maintain emergency access response times to the extent feasible. Potential effects on fire service protection services would be less than significant.

Mitigation Measures: No mitigation measures are required.

2) Police protection?

Less Than Significant Impact: The Downey Police Department provides police protection within the City; it is located at 10911 Brookshire Avenue, which is located approximately 1.7 miles southwest of the project area. As a roadway improvement, the proposed project would not substantially increase the need for police protection services. During construction, there could be the potential that the number of existing travel lanes could be reduced, which could affect response times within the project area. During construction, traffic management controls would

be in place to maintain emergency access response times to the extent feasible. Potential effects on police protection services would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) Schools?

No Impact: The proposed project would not directly result in any student generation, as no homes or other growth inducing uses are proposed. Implementation of the proposed project would not result in the need for the construction of additional school facilities. Therefore, no impacts to school services would occur.

Mitigation Measures: No mitigation measures are required.

4) Parks?

No Impact: As a roadway improvement, the project would not generate the need for new park services. Moreover, the project would not directly or indirectly induce substantial population growth in the project area which could generate needs for additional park services. Therefore, no impacts to park services would occur.

Mitigation Measures: No mitigation measures are required.

5) Other public facilities?

No Impact: There are no other public facilities that could potentially be affected by the proposed project. Therefore, no impacts to other public facilities would occur.

Mitigation Measures: No mitigation measures are required.

4.16 Recreation

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

ENVIRONMENTAL ANALYSIS

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

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

Mitigation Measures: No mitigation measures are required.

- b) **Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

No Impact: The proposed project involves the reconstruction and widening of the intersection of Lakewood Boulevard and Florence Avenue within the City of Downey. Therefore, no new or expanded recreational facilities would be required and no adverse physical effects on the environment would occur.

Mitigation Measures: No mitigation measures are required.

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4.17 Transportation

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

ENVIRONMENTAL ANALYSIS

The project area includes the Lakewood Boulevard and Florence Avenue intersection and extends approximately 150 feet to 500 feet on the departure sides and 150 feet to 500 feet on the approach sides of Lakewood Boulevard and Florence Avenue. The intersection is a signal-controlled intersection with Lakewood Boulevard running north/south and Florence Avenue running east/west. The surrounding area is a developed, urban environment surrounded by gas stations, restaurants, retail, and offices. The project will require partial right-of-way acquisitions as shown previously in [Table 4.11-1](#).

PROJECT IMPACTS

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

Less Than Significant Impact With Mitigation Incorporated: The most relevant circulation plan for the proposed project would be the City of Downey General Plan Circulation Element. The Circulation Element identifies classifications of roadways in the City and establishes goals, policies and transportation programs that provide safe and efficient circulation through the City.

The proposed project involves improvements to the Lakewood Boulevard and Florence Avenue intersection. The Circulation Element identifies both Lakewood Boulevard and Florence Avenue Arterials as Major Arterials. According to the Circulation Element, Major Arterials serve as through routes for traffic crossing through the City. Major Arterials provide six travel lanes with a median divider and single or double left-turn lanes at intersections. Both Lakewood Boulevard and Florence Avenue currently consist of three lanes in each direction. Presently, Lakewood Boulevard along the northbound and southbound approaches and Florence Avenue along the eastbound and westbound approaches to the intersection have single dedicated left turn lanes. The Lakewood Boulevard and Florence Avenue intersection currently accommodates an average daily traffic (ADT) volume of approximately 72,000 vehicles per day (VPD) with existing levels of service (LOS) of E and F during the AM and PM peak traffic periods. The traffic volume at the intersection is expected to increase by 26 percent to approximately 91,000 VPD by year 2035. The projected LOS would remain at current levels of E and F with increased congestion and delays for motorists. Figure 2-1.4 of the City's Circulation Element identifies intersections in the City that require improvements

to reduce traffic congestion. The Lakewood Boulevard and Florence Avenue intersection has been identified as requiring roadway improvements. The purpose of the proposed project is to improve traffic circulation and minimize congestion along the Lakewood Boulevard and Florence Avenue corridors by providing dual left-turn lanes in the southbound and northbound directions along Lakewood Boulevard and providing an exclusive westbound right-turn lane on Florence Avenue. The proposed roadway and intersection improvements would be consistent with the General Plan Circulation Element. Therefore, no long-term operation impacts would occur.

As shown previously in Figure 3-6, the proposed roadway improvements would require the relocation of two existing bus transit stops along Florence Avenue and one existing bus transit stop along Lakewood Boulevard. During construction, the existing bus transit stops would be relocated to a location in the same general area. The temporary relocation of the bus transit stops would not have a significant impact on the accessibility of bus service provided within the project area. Depending on the final design of the project, the temporary relocated bus transit stops may be relocated back to their original location and/or be relocated to a new location. The temporary and permanent relocations of the existing bus transit stops would be coordinated with the Los Angeles County Metropolitan Transportation Authority to ensure safe and accessible bus transit facilities are provided within the project area. With implementation of Mitigation Measure T-1, potential impacts on bus transit facilities would be less than significant.

The Circulation Element and City of Downey Municipal Code identify several truck hauling routes in the City. Both Lakewood Boulevard and Florence Avenue are designated truck hauling routes. Depending on the destination of the truck trips, one or more of the designated truck routes could be used. The selection of construction haul routes would be coordinated with the City and identified in project plan specifications. With the implementation of Mitigation Measures T-2 and T-3, potential conflicts with the Circulation Element regarding the hauling of materials into and out of the City would be avoided.

Mitigation Measures:

- T-1: Prior to construction, the temporary and permanent relocations of existing bus transit stop facilities will be coordinated with the Los Angeles County Metropolitan Transportation Authority.
- T-2: Final Construction Plans for the project will identify truck hauling routes that are consistent with the City of Downey General Plan and City of Downey Municipal Code Section 3199.10(c).
- T-3: Truck hauling and construction equipment mobilization and demobilization will occur outside of the peak traffic hours, between 9:00 AM and 3:00 PM.

b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

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

The proposed project would increase the operation efficiency and vehicle capacity of the Lakewood Boulevard and Florence Avenue intersection. The proposed improvements would not induce additional VMT within the project area. Because there would be no substantial or measurable increase in VMT over the current condition, the proposed project would not conflict with Section 15064.3 of the CEQA Guidelines and potential transportation impacts would be less than significant.

Project construction would temporarily generate additional VMT on the local roadway system, resulting from worker vehicle trips and truck hauling trips traveling to and from the site. The amount of construction trips would depend on the construction phase with the majority of the trips associated with hauling of materials in and out of the project area. The VMT from the construction activities would be short-term and would not result in a long-term increase in vehicle miles traveled and would not be in conflict of Section 15064.3 of the CEQA Guidelines and would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated: The proposed project has been designed in accordance with the City of Downey's roadway design standards and requirements. The proposed improvements would increase the operational efficiency and safety of the Lakewood Boulevard and Florence Avenue intersection. The long-term operation of the proposed project would not increase hazards for motorists.

The construction activities for the proposed project would result in temporary impacts to existing roadways and would require the mobilization and demobilization of construction equipment and the operation of heavy construction equipment within the study area. To avoid conflicts with motorists and pedestrians when construction activities begin, a Traffic Control Management Plan would be prepared and implemented which could include a combination of temporary lane closures and traffic detouring. Additionally, based on an as needed basis, traffic control measures such as a flagman to direct the equipment into and out of the work area and to guide pedestrians safely through the work area would be implemented. With the implementation of Mitigation Measure T-4, potential traffic hazards associated with proposed roadway construction activities would be less than significant.

Mitigation Measures:

T-4: Prior to the start of construction activities, a Traffic Control Management Plan will be prepared and implemented.

d) Result in inadequate emergency access?

Less Than Significant Impact With Mitigation Incorporated: The proposed project would increase the operation efficiency of the Lakewood Boulevard and Florence Avenue intersection, which would enhance emergency access within the project area. During construction, there could be temporary lane closures and traffic detouring which could affect emergency access within the project area. As part of the proposed project, a Traffic Control Management Plan would be prepared and implemented to ensure adequate emergency access would be maintained all times. With the implementation of Mitigation Measure T-4, potential emergency access impacts would be less than significant.

Mitigation Measures: Mitigation Measure T-4 is required.

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4.18 Tribal Cultural Resources

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

ENVIRONMENTAL ANALYSIS

California Assembly Bill 52 (AB52) established a formal consultation process for California tribes within the CEQA process. AB52 specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to “begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project.” Section 21074 of AB52 also defines a new category of resources under CEQA called “tribal cultural resources.” Tribal cultural resources are defined as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

The City has initiated the tribal consultant process for the purposes of AB52 for the proposed project on July 8, 2019. Those tribes that have requested to be listed on the City’s notification list for the purposes of AB52 were notified in writing via certified mail. As part of this process, the City has provided notification to each of these listed tribes the opportunity to consult with the City regarding the proposed project. The following individuals/tribes were sent email letters:

- Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians - Kizh Nation
- Sandonne Goad, Chairperson, Gabrielino/Tongva Nation
- Joseph Ontiveros, Cultural Resource Director, Soboba Band of Luiseno Indians

- Charles Alvarez, Co-Chairperson, Gabrielino Tongva Tribe
- Robert Dorame, Chairperson, Gabrielino Tongva Indians of California Tribal Council

At the end of the consultation period, no tribes requested consultation on the project.

On October 31, 2019, VCS contacted the Native American Heritage Commission (NAHC) to request a sacred lands file search and to obtain a local tribal contact list. The NAHC responded on November 19, 2019 and indicated that there were no sacred burial grounds within the project area.

PROJECT IMPACTS

a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

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

Less Than Significant Impact: The project area is located within an urbanized area and surrounded by developed land uses. The records search review identified that there were no listed historical properties within the project area. Therefore, the project would not impact any properties that are listed or are 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).

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated: The project area is currently built out. Coordination with local Native American Tribes and the California Native American Heritage Commission did not identify that the project area as being sensitive for Native American tribal resources. The proposed project would involve limited excavation activities that could impact native soils. Because Native American Tribal resources are known to occur in the regional area, there could be some, but remote potential that unknown Native American tribal resources could be encountered during excavation activities. To avoid impacts to unknown native tribal resources, Mitigation Measures CR-1 and CR-2 are recommended. With the implementation of Mitigation Measures CR-1 and CR-2 potential impacts to unknown Native American tribal resources would be less than significant.

Mitigation Measures:

CR-1: In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations.

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

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4.19 Utilities and Service Systems

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

ENVIRONMENTAL ANALYSIS

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

No Impact: Implementation of the proposed project would not increase the demand for utility service systems and therefore, would not require the expansion of existing utility systems or the construction of new utility systems. The proposed roadway improvements would require relocation of some existing utility systems. The proposed excavation activities would be uncovered and exposed during construction to allow them to easily be relocated and would not result in any additional impacts beyond those that would occur from the excavation activities. Each utility service provider would be coordinated with on the design and installation and would ensure that adverse impacts to the environment are avoided.

Mitigation Measures: No mitigation measures are required.

b) 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: According to the City of Downey's 2015 Urban Water Management Plan (UWMP), the City provides service to 98 percent of the City of Downey. The City is an "urban water supplier" pursuant to Section 10617 of the California Water Code. The UWMP Act, enacted in 1983, requires every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually to prepare, adopt, and file an Urban Water Management Plan with the California Department of Water Resources (DWR) every five years in the years ending in zero and five. The City's 2015 UWMP provides DWR with a detailed summary of present and future water resources and demands within the Central Basin Municipal Water District (Central Basin) service area and assesses its water resource needs. Specifically, the UWMP provides water supply planning for a 25-year planning period in five-year increments and identifies water supplies needed to meet existing and future demands. According to the UWMP, there would be available water supplies for the City under normal, dry and multiple dry years. Implementation of the proposed project would not substantially increase water demands in the City and would have a less than significant impact on the ability of the City to provide adequate water service during normal, dry and multiple dry years.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact: The City of Downey's Utilities Division is responsible for the collection of wastewaters within the City limits. The sewer trunk sewer mains in the City are maintained by the Los Angeles County Sanitation District (LACSD). After sewage is collected locally and delivered to the regional trunk lines, wastewater flows south toward the Los Coyotes Water Reclamation Plant of LACSD in the City of Cerritos. Implementation of the proposed project would not increase the wastewater treatment demands within the project area. Therefore, the proposed project would not have an adverse impact on the capacity of existing wastewater treatment systems.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact: Solid waste disposal within the City of Downey is provided by the Los Angeles County Sanitation Districts. Solid waste generated in the City is disposed of in the Mesquite Regional Landfill in Imperial County using a Waste-by-Rail system from the Puente Hills Transfer Station/Materials Recovery Facility (MRF). The Puente Hills Transfer Station/MRF waste-by-rail system has a capacity to accept 4,400 tons per day and the Mesquite Regional Landfill (which is the receiving landfill) has capacity of 20,000 tons per day for 100 years at that rate (LACSD).

The operation of the proposed project would not increase the demand for solid waste disposal and therefore, would not have any long-term impacts on the carrying capacities of landfills that would serve the project area. The construction operations for the proposed project would generate debris as well as some construction worker trash that would require solid waste disposal. The Mesquite Regional Landfill would have adequate solid waste disposal capacity to accommodate solid waste generated by the construction activities. Additionally, some construction materials generated from the proposed project are

anticipated to be recycled or reused to reduce solid waste generation. Therefore, the proposed project's contribution to solid waste would be considered less than significant.

Mitigation Measures: No mitigation measures are required.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact: The City of Downey would be required to comply with state and local statutes and regulations related to solid waste. Applicable regulations include California's Integrated Waste Management Act of 1989 (AB939) which required cities and counties throughout the state to divert 50 percent of all solid waste from landfills through source reduction, recycling, and composting; 2008 modifications of AB939 to reflect a per-capita requirement rather than tonnage; AB341 which increased the statewide goal for waste diversion to 75 percent by 2020; and the California Solid Waste Reuse and Recycling Access Act (AB1327) which requires local agencies to adopt an ordinance to set aside areas for collecting and loading recyclable materials in development projects (CalRecycle). The proposed project would produce solid waste associated with the proposed construction activities. During all stages of the construction site, the proposed project would be required to implement solid waste reduction measures to reduce the amount of waste generated, encourage reuse and/or recycling of materials to the greatest extent feasible and utilize materials made of post-consumer materials where possible. Therefore, implementation of the proposed project would not impair the attainment of solid waste reduction goals and potential impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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4.20 Wildfire

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

ENVIRONMENTAL ANALYSIS

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact: The project area is situated within an urban setting. According to the California Department of Forest and Fire Protection, the City of Downey is not identified as a high fire hazard area or near a state responsibility area. Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

Mitigation Measures: No mitigation measures are required.

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?

No Impact: The project area is situated within an urban setting. According to the California Department of Forest and Fire Protection, the City of Downey is not identified as a high fire hazard area or near a state responsibility area. Therefore, the proposed project would not exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Mitigation Measures: No mitigation measures are required.

- 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?**

No Impact: The project area is situated within an urban setting. According to the California Department of Forest and Fire Protection, the City of Downey is not identified as a high fire hazard area or near a state responsibility area. Therefore, the proposed project would not exacerbate fire risk or result in temporary or ongoing impacts to the environment.

Mitigation Measures: No mitigation measures are required.

- 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?**

No Impact: The project area is situated within an urban setting. According to the California Department of Forest and Fire Protection, the City of Downey is not identified as a high fire hazard area or near a state responsibility area. Therefore, the proposed project would not 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.

Mitigation Measures: No mitigation measures are required.

4.21 Mandatory Findings of Significance

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

ENVIRONMENTAL ANALYSIS

- a) **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: The project area is situated within an urbanized environment. There is not any habitat within the project area to support sensitive vegetation communities, plants, or wildlife. Therefore, implementation of the proposed project would not reduce populations of plants, wildlife, or their habitat to below self-sustaining levels.

Through coordination with the South Central Coastal Information Center, local Native American Tribes and the California Native American Heritage Commission, it has been determined that the project is not known to contain sensitive cultural resources. Therefore, implementation of the proposed project would not result in any direct impacts known to cultural resources. However, because cultural resources have been identified within the regional area, there would be some potential, though remote, that unknown cultural resources could exist within the project area and could be encountered during construction operations. Mitigation Measures CR-1 and CR-2 are recommended which would require a halt stop condition be implemented to avoid significant impacts to unknown cultural resources that might be encountered during construction activities.

- b) **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: A cumulative impact may be significant if a project’s incremental effect, though individually limited, is cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects. Cumulative impacts can occur as a result of the intersections of the interactions of environmental change from multiple projects that could affect the same environmental resources, such as traffic, noise and air quality.

The analysis determined that no impacts would occur to agriculture resources, mineral resources and recreation facilities and that less than significant impacts would occur to aesthetics, air quality, energy, greenhouse gas, hazards, land use, housing and population and public services. Therefore, while the project would contribute to cumulative impacts, the project contribution would not be considerable.

Impacts related to biology, cultural resources, geology and soils, hydrology, noise, transportation and tribal resources were determined to be potentially significant and would require mitigation measures to reduce impacts to a less than significant level. Therefore, the proposed project could contribute considerably to significant cumulative impacts in these environmental issue areas. These impacts would be construction related and temporary and would not contribute to long-term cumulative impacts in the region. Additionally, the proposed project would comply with local and regional planning programs, applicable codes and ordinances, State and Federal laws and regulations and project specific mitigation measures. Compliance with these programs would reduce the proposed project’s incremental contributions to cumulative impacts to a less than significant level.

- c) **Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less Than Significant Impact With Mitigation Incorporated: Potential impacts that could cause substantial adverse effects on human beings were analyzed in this IS/MND include, but are not limited to; air quality, greenhouse gas emissions, geology hazards, hazardous materials, seismic hazards, hydrology/water quality, noise and wildfire. Each issue area found that there would be either no impacts, impacts would be less than significant, or impacts would be less than significant with mitigation incorporated. The proposed project would comply with local and regional planning programs, applicable codes, and ordinances, State and Federal laws and regulations, and mitigation measures to ensure that long-term operation activities and short-term construction activities associated with the proposed project would not result in direct, or indirect adverse impacts to human beings.

4.22 References

The following references were utilized during preparation of this Initial Study/Environmental Checklist. These documents are available for review at the City of Downey Community Development Department located at 11111 Brookshire Avenue, Downey, California 90241.

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- California Department of Transportation. Scenic Highway Program. Accessed April 2020.
- California Department of Transportation. Transportation- and Construction-Induced Vibration Guidance Manual. 2004.
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- City of Downey. Energy Action Plan. January 21, 2015.
- City of Downey. General Plan Vision 2025. Adopted 2005. Accessed October 2019 at <https://www.downeyca.org/our-city/departments/community-development/planning/general-plan-map>.
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- City of Downey. Urban Water Management Plan. 2015.
- Diaz-Yourman & Associates. Pavement Design Memorandum. February 25, 2020.
- Federal Railroad Administration. Transit Noise and Vibration Impact Assessment Manual. 2018.

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- Los Angeles County Sanitation Districts. Puente Hills Materials Recovery Facility Fact Sheet. Accessed April 2020 at <https://www.lacsd.org/services/solidwaste/mrts/phmrffactsheet.asp>.
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- Southern California Association of Governments. Profile of the City of Downey. 2019.
- South Central Coastal Information Center. California Historical Resources Information System Records Search. January 7, 2020.
- South Coast Air Quality Management District. Air Quality Management Plan. 2016.
- South Coast Air Quality Management District. Rule Book. Accessed April 2020.
- State Water Resources and Control Board. GeoTracker. Accessed October 25, 2019.
- State Water Resources and Control Board. 2009-0009-DWQ Construction General Permit. July 2019.
- VCS Environmental. Cultural Resources Records Search and a Paleontology Records Check. January 2020.

5.0 INVENTORY OF MITIGATION MEASURES

BIOLOGICAL RESOURCES

- BIO-1: The removal of trees should be conducted outside of the nesting season (February 1 to August 31) to the extent feasible. If tree removal activities occur between February 1 and August 31, a nesting bird survey shall be conducted by a qualified biologist within no more than 72 hours of such scheduled disturbance, to determine the presence of nests or nesting birds in trees proposed to be removed. If active nests are identified, tree removal activities will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The onsite biologist will review and verify that the nesting effort has finished. Tree removal work can resume when no other active nests are found.

CULTURAL RESOURCES

- CR-1: In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until a qualified archaeological consultant can assess the find and make recommendations.
- CR-2: If human remains are encountered during excavation activities, all work shall halt in the vicinity of the remains and the County Coroner shall be notified (*California Public Resources Code*, Section 5097.98). The Coroner will determine whether the remains are of forensic interest. If the Coroner, with the aid of a qualified Archaeologist, determines that the remains are prehistoric, she/he will contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD), who will be responsible for the ultimate disposition of the remains, as required by Section 7050.5 of the *California Health and Safety Code*. The MLD shall make his/her recommendation within 48 hours of being granted access to the site. If feasible, the MLD's recommendation should be followed and may include scientific removal and non-destructive analysis of the human remains and any items associated with Native American burials (*California Health and Safety Code*, Section 7050.5). If the landowner rejects the MLD's recommendations, the landowner shall rebury the remains with appropriate dignity on the property in a location that will not be subject to further subsurface disturbance (*California Public Resources Code*, Section 5097.98).

GEOLOGY AND SOILS

- GEO-1: The design and construction of the proposed project will implement the recommended pavement design and earthwork recommendations provided by the Pavement Design Memorandum prepared by Diaz-Yourman and Associates in February 2020.
- PALEO-1: In the event any evidence of a paleontological resource is discovered, all work within the vicinity of the find should stop until a qualified Paleontologist consultant can assess the find and make recommendations.

HYDROLOGY AND WATER QUALITY

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

LAND USE AND PLANNING

- LU-1: Prior to impacts to private property, the City will coordinate and come to an agreement with the property owner on the acquisition of right-of-way property.
- LU-2: Prior to impacts to private property, coordination would occur with the business owner to ensure that potential construction activities would not have a significant effect on the operation of the business.
- LU-3: Prior to construction, a community outreach program will be implemented to inform the community about the project construction activities.
- LU-4: Prior to the start of construction activities, a Traffic Control Management Plan will be prepared and implemented.

NOISE

- N-1: Require that construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.
- N-2: Prohibit the start-up of heavy construction before 7:00 AM.
- N-3: Require that haul truck deliveries be subject to the same hours specified for construction.

TRANSPORTATION

- T-1: Prior to construction, the temporary and permanent relocations of existing bus transit stop facilities will be coordinated with the Los Angeles County Metropolitan Transportation Authority.
- T-2: Final Construction Plans for the project will identify truck hauling routes that are consistent with the City of Downey General Plan and City of Downey Municipal Code Section 3199.10 (c).
- T-3: Truck hauling and construction equipment mobilization and demobilization will occur outside of the peak traffic hours, between 9:00 AM and 3:00 PM.
- T-4: Prior to the start of construction activities, a Traffic Control Management Plan will be prepared and implemented.

6.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City prepare a mitigated negative declaration for the Lakewood Boulevard/Florence Avenue Intersection Improvement Project. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for the City's determination (see Section 1.3, *Lead Agency Determination*).

August 5, 2020
Date



Dan Bott, Environmental Project Manager
VCS Environmental

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