Draft Initial Study and Notice of Intent to Adopt a Mitigated Negative Declaration for the Telecommunication Modification Project at Founders Memorial Park in the City of Whittier, County of Los Angeles, California

Lead Agency:
City of Whittier
13230 Penn Street
Whittier, CA 90602-1772

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- This document is designed for double-sided printing -

Table of Contents

List of Figures

List of Tables

Appendices

1 Introduction

The City of Whittier (Lead Agency) received a Development Review Permit from T-Mobile West Corporation (applicant) of behalf of the City of Whittier (property owner) for the installation of new Alternative Access Vendors (AAV) fiber and ancillary equipment to an existing wireless telecommunication facility. The approval of the application constitute a *project* that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.).

This Initial Study has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from the telecommunication project.

This report has been prepared to comply with Section 15063 of the State CEQA Guidelines, which sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (See Section 2);
- Identification of the environmental setting (See Section 2.9);
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (See Section 4);
- Discussion of ways to mitigate significant effects identified, if any (See Section 4);
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (See Section 4.11); and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (See Section 5).

1.1 – Purpose of CEQA

The body of state law known as *CEQA* was originally enacted in 1970 and has been amended a number of times since then. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code, as follows:

The Legislature finds and declares as follows:

a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the State takes immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.

g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

a) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
b) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
c) Prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
d) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
e) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
f) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
g) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002 of the Public Resources Code, quoted below:

> The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

1.2 – Public Comments

Comments from all agencies and individuals are invited regarding the information contained in this Initial Study. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the Initial Study or indicate where the information may be found. All comments on the Initial Study are to be submitted to:

Luis G. Escobedo, Planning Services Manager
City of Whittier, Community Development Department
13230 Penn Street, Whittier, CA 90602-1772

O: 562-567-9320 F: 562-567-2872
lescobedo@cityofwhittier.org

Following a 20-day period of circulation and review of the Initial Study, all comments will be considered by the City of Whittier prior to adoption.

1.3 – Availability of Materials

All materials related to the preparation of this Initial Study are available for public review. To request an appointment to review these materials, please contact:

Luis G. Escobedo, Planning Services Manager
City of Whittier, Community Development Department
13230 Penn Street, Whittier, CA 90602-1772
O: 562-567-9320 F: 562-567-2872
lescobedo@cityofwhittier.org

2 Project Description

2.1 – Project Title

Telecommunication Modification Project at Founders Memorial Park

2.2 – Lead Agency Name and Address

City of Whittier, 13230 Penn Street, Whittier, CA 90602-1772

2.3 – Contact Person and Phone Number

Luis G. Escobedo, Planning Services Manager 562-567-9320

2.4 – Project Location

Regionally, the project site is located in the City of Whittier, Los Angeles County, California. The City of Whittier (City) is located within the southeastern portion of Los Angeles County, approximately 20 miles southeast of Downtown Los Angeles; refer to Figure 1, Regional Context. The City is bordered by the unincorporated community of Hacienda Heights and the cities of La Habra Heights and Industry to the north/northeast. The City of Pico Rivera lies to the west, La Habra to the southeast and the Cities of Santa Fe Springs, La Mirada, Norwalk, and Orange County to the south. Regional access to the City is provided via Interstate Route 605), which is located near the City's western boundary. The project site is approximately 1.68-miles southeast of the Beverly Blvd/I-605 interchange.

The project encompasses a leasable part of one parcel located at 6031 Citrus Avenue (Assessor's Identification Number [AIN]:8134-019-900) in the City of Whittier in Los Angeles County, California. The site is on the western side of Citrus Avenue, between Beverly Boulevard and Broadway Avenue (see Figure 2, Vicinity Map). The parcel has property frontage on Citrus Avenue and Broadway Avenue. The latitude and longitude is 33° 59' 14.1" North and 118° 02' 48.3" West.

2.5 – Project Sponsor's Name and Address

Owner: City of Whittier
13230 Penn Street, Whittier, CA 90602
Attention: Isaac Bravo 562-567-9518

Applicant: T-Mobile West Corporation
2008 McGaw Avenue, Irvine, CA 92614

c/o Smartlink Group – Barbara Saito
3300 Irvine Avenue, Suite 300, Newport Beach, CA 92660

Figure 1 Regional Context

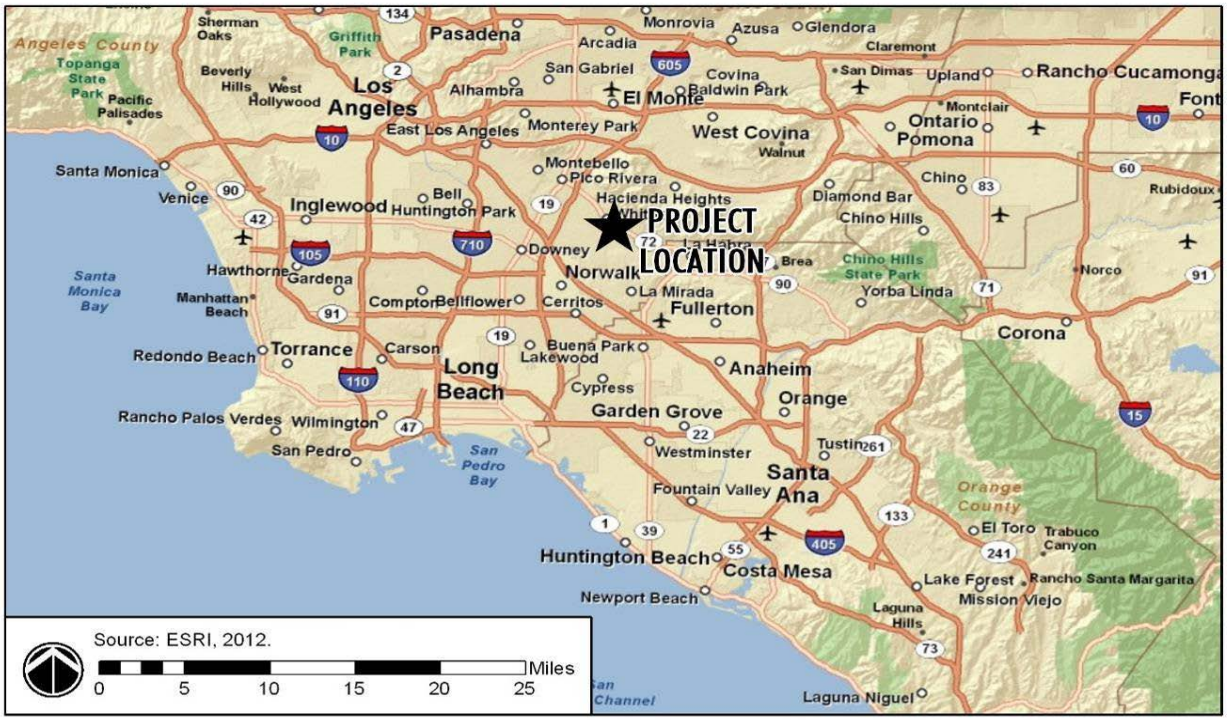
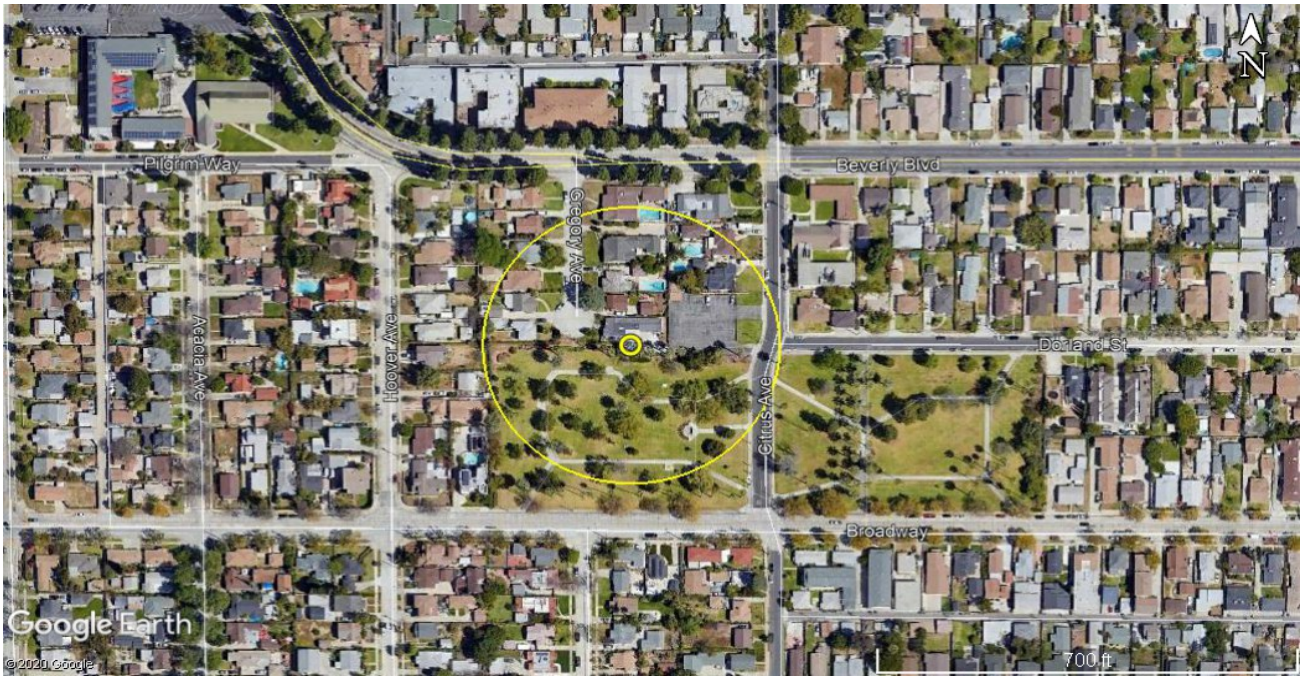


Figure 2 Vicinity Map



Google Earth, Map 2021

2.6 – General Plan Land Use Designation

The 2040 Envision Whittier General Plan Land Use Map designates the site as Park for the Founders Memorial Park.

2.7 – Zoning

The project site is zoned R-1 Single-Family Residential Zone.

2.8 – Project Description

Development Review Permit No. DRP20-0041 is an application to modify an approximately 250 square foot existing lease area for telecommunication purposes. The T-Mobile project includes excavation of a 17-inch by 30-inch hand hole; installation of a new 3-inch conduit stub out at the base of the utility pole, for a distance of approximately 10-feet from the hand hole; and installation of a new 2-inch Y-intercept Telco Conduit to a new 12-inch by 12-inch by 8-inch Telco box and new 2-inch Telco Conduit from the Telco box to a new AAV cabinet. The anticipated excavations for conduit placement will be to a depth of 3-feet below grade and for a distance of approximately 150 feet.

Operation and maintenance activities for the proposed project will be consistent with operation and maintenance activities for the existing Rawland Monopalm telecommunication equipment. As such, operation and maintenance activities would include regular visual inspections of the equipment, with repair and maintenance activities conducted on an as-needed basis. The same existing access road to Citrus Avenue will continue to provide access to and from the project site. No additional personnel would be required to conduct operations and maintenance activities, and no increase in utility demands would occur as a result of the project. No new public utility infrastructure, parking, walls or fencing will be constructed as part of the project.

BACKGROUND

According to the Cultural Resource Records Search and Site Survey prepared by Provenience Group, Inc., the 1925 historic topographic map shows Mount Olive Cemetery at the subject site location. This cemetery, where the lease site is located, was used for human burials from 1888 to 1957. In 1977, Mount Olive Cemetery was transformed into Founders Memorial Park. The headstones were moved to the Pio Pico Mansion and then later transferred to the Whittier Museum. Most of the remains were reclaimed by the closest relatives, and a layer of fill material was used to further conceal any unclaimed graves before the present park was created.

PROJECT CONSTRUCTION

The project is anticipated to start construction in March 2022 and be completed in May 2022.

2.9 – Surrounding Land Uses and Setting

The approximate 250-square foot flat construction area is part of a larger 3.03-acre parcel identified as 6031 Citrus Avenue (AIN: 8134-019-900) with direct access to Citrus Avenue, which borders the site's eastern boundary. The project site is currently in use as the Founders Memorial Park and is owned by the City of Whittier.

Table 2.9-1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Park	R-1 Single-Family Residential	Founders Memorial Park
North	Low Density Residential (3.1-7 du/ac)	R-1 Single-Family Residential	Whittier Church of God Parking Lot, and Single-Family Residential
South	Low Density Residential (3.1-7 du/ac)	R-1 Single-Family Residential	Single-Family Residential
East	Park and Medium High Density Residential (15.1-25 du/ac)	R-1 Single-Family Residential and R-3 Medium Multiple Residential	Founders Memorial Park, Whittier Church of God and Single-Family Residential
West	Low Density Residential (3.1-7 du/ac)	R-1 Single-Family Residential	Single-Family Residential and Multiple Family Residential

2.10 – Required Approvals

The City of Whittier (lead agency under CEQA) will use this IS/MND in making decisions with regard to the approval of the Telecommunication Modifications, subsequent construction and operation of the project. The City of Whittier is the only land use authority for this project requiring the following approvals:

- Development Review Permit No. DRP20-0041

2.11 – Other Public Agencies Whose Approval is Required

The implementation of the proposed improvements would require the issuance of permits from various public agencies. The permits and approvals from lead, responsible, and trustee agencies that are necessary include:

- Los Angeles County Fire Department approval of proposed site improvements.

2.12 – Tribal Consultation

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.?

Yes. See Section 4.18 Tribal Cultural Resources for expanded discussion.

3 Determination

3.1 – Environmental Factors Potentially Affected

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

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

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

Name: Luis G. Escobedo, Planning Services Manager Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

4 Evaluation of Environmental Impacts

4.1 – Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				☑
c) Conflict with applicable zoning and other regulations governing scenic quality?			☑	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				☑

Sources

Information used to prepare the Aesthetics section is from the following sources: aerial photographs of the project area, the *City of Whittier General Plan, 2021*, the California Department of Transportation, California Scenic Highway Mapping System accessed October 11, 2021 and the City of Whittier *Municipal Code, Title 18 Zoning*.

Environmental Setting

The proposed project is located within an urbanized area, and the majority of the project area is developed. Scenic resources within the City and the City's Sphere of Influence include the Puente Hills to the north of the City, and scenic roadway corridors such as Colima Road, Turnbull Canyon Road, Beverly Boulevard, and Skyline Drive. Puente Hills provide a visual framework for the City and a break in urban development. The Puente Hills provide a valuable and unique visual amenity and are visible from almost any part of the City.

Discussion

a) **No Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The proposed project is located within an urbanized area visually dominated by residential and institutional land uses.

The proposed project is located on a developed site on Citrus Avenue within a fully urbanized area visually dominated by residential and institutional land uses and surface street features. This site is not considered to be within or to comprise a portion of a scenic vista. Modifying the

telecommunication facility would have no effect on a scenic vista. The proposed development is compatible with the existing surrounding development.

Due to the existing standards in place as identified in the Whittier Municipal Code, and the distance of the project from view sheds, no impacts on scenic vistas would occur. Therefore, no further analysis of this environmental issue is necessary.

b) **No Impact.** The project is not adjacent to a designated state scenic highway or eligible state scenic highway as identified on the California Scenic Highway Mapping System. Thus, the proposed project would not damage the integrity of existing visual resources or historic buildings located along a State Scenic Highway. No impact on scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway, would result with the construction of the telecommunication improvements. No further analysis is required.

c) **Less Than Significant Impact.** Development of a proposed project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

Construction of the proposed project would result in short-term impacts to the existing visual character and quality of the area. Construction activities would require the use of equipment and storage of materials within the project site. However, construction activities are temporary and would not result in any permanent visual impact. The existing landscaping and trees will not be modified. Construction of the telecommunication improvements would not alter the existing visual character of the site. With specified design features included, the project will have less than significant impacts on the visual character of the site and the surroundings.

d) **No Impact.** Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

There are lighting sources adjacent to this site, including freestanding street lights, light fixtures on buildings, pole-mounted lights, and vehicle headlights. The proposed project does not include the addition of any light sources. There will be no impact from substantial light or glare which would adversely affect day or nighttime views in the area as a result of the telecommunication improvements.

Mitigation Measures

No mitigation is necessary because Aesthetic impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.2 – Agriculture and Forest Resources

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

Sources

Information used to prepare this section is from the following sources: California Department of Conservation, *Farmland Mapping and Monitoring Program of the California Resources Agency*; and California Department of Forestry and Fire Protection and the USDA Forest Service, California Land Cover Mapping and Monitoring Program (LCMMP), Vegetation GIS files for Pacific Southwest Region.

Environmental Setting

The proposed project is located in a suburban area surrounded by residential, institutional and open space uses. According to the California Department of Conservation, *Farmland Mapping and Monitoring Program* Map, the City is predominately designated as urban and built up land. There are no current Williamson Act Contract lands as shown on the 2012 Williamson Act Lands map for Whittier.

Discussion

a) **No Impact.** The proposed project will be located in a fully developed urbanized area. The map of Important Farmland in California (2010) prepared by the Department of Conservation does not identify the project as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No Williamson Act contracts are active for the project. Therefore, because the site has not been designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, there is no impact from the project on these types of farmland.

b) **No Impact.** Currently, the project is designated as Park. There are no agricultural zones within the City of Whittier, which is a fully urbanized community. The project would have no effect upon agricultural resources within the City of Whittier or any other neighboring city or unincorporated county area.

c) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). The USDA Forest Service vegetation maps for the project identify it as *urban* type, indicating that it is not capable of growing industrial wood tree species. Therefore, implementation of this project will have no impact to any timberland zoning.

d) **No Impact.** The project area is developed; thus, there will be no loss of forest land or conversion of forest land to non-forest use as a result of this project. No impact will occur.

e) **No Impact.** The project area is previously developed within an urban environment. The project would not encroach onto agricultural land and would not encourage the conversion of existing farmland to non-agricultural uses. None of the surrounding sites contain existing forest uses. Development of this project will not change the existing environment in a manner that will result in the conversion of forest land to a non-forest use. No impact will occur.

Mitigation Measures

No mitigation measures are necessary because Agricultural and Forestry impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.3 – Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			☑	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			☑	
c) Expose sensitive receptors to substantial pollutant concentrations?			☑	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan*, 2021, OEHHA (California Office of Environmental Health Hazard Assessment), 2012, Residential and Worker Exposure Duration, Individual vs. Population Cancer Risk, and Evaluation of Short Term Projects. https://oehha.ca.gov/media/downloads/crvr/chapter112012.pdf, accessed October 2021, and California Emissions Estimator Model®, Version 2020.4.0, California Air Pollution Control Officers Association, May 2021.

Environmental Setting

Local jurisdictions, such as the City of Whittier, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2016 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals. In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, monitoring and enforcing implementation of such mitigation. In accordance with the CEQA requirements, the City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and state standards. Instead, the City relies on the expertise of the SCAQMD and utilizes

the SCAQMD CEQA Handbook and CalEEMod as the guidance documents for the environmental review of plans and development proposals within its jurisdiction.

Discussion

a) **Less Than Significant Impact.** The California Environmental Quality Act (CEQA) requires a discussion of any inconsistencies between a proposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the SCAQMD Air Quality Management Plan (AQMP). Therefore, this section discusses any potential inconsistencies of the proposed project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies.

The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.
(2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Criterion 1 - Increase in the Frequency or Severity of Violations

The results of the short-term construction emission levels and long-term operational emission levels show that the project would not result in significant impacts based on the SCAQMD regional and local thresholds of significance. Therefore, the proposed project would not contribute to the exceedance of an air pollutant concentration standard and is found to be consistent with the AQMP for the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy, prepared by the Southern California Association of Governments (SCAG), include chapters on: the challenges in a changing region, creating a plan for our future and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA.

The project is consistent with the underlying General Plan designation of Park that allows public utility uses on an ancillary basis. The proposed project is not expected to result in increased

operational emissions from mobile sources and energy sources. As shown in the emissions analysis, the project is below the SCAQMD thresholds of significant for cumulative impacts. The impact is considered less than significant.

b) **Less Than Significant Impact.** A project may have a significant impact if project related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to existing or project air quality violations. The proposed project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the South Coast Air Quality Management District (SCAQMD). Both the State of California (State) and the Federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as 'criteria pollutants'). These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). The State has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS.

Short Term Air Quality Impacts - Construction

Regional air quality emissions include both on-site and off-site emissions associated with construction of the project. Regional daily emissions of criteria pollutants are compared to the SCAQMD regional thresholds of significance. As shown in Table 4.3-1, regional daily emissions of criteria pollutants are expected to be below the allowable thresholds of significance. CalEEMod daily emissions outputs are provided in Appendix B.

The project must follow all standard SCAQMD rules and requirements with regards to fugitive dust control. Compliance with the dust control is considered a standard requirement and included as part of the project's design features, not mitigation.

Table 4.3-1
Construction Emissions

Maximum Daily Construction Emissions (pounds/day)							
	ROG	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**	**CO_2 (e)**
Unmitigated	0.28	2.54	2.34	0.00	0.21	0.17	333.01
SCAQMD Thresholds	75	100	550	150	150	55	-

Source: CalEEMod.2020.4.0 output in appendix, includes on-road materials delivery as well as and construction crew commuting

Table 4.3-1 shows that, the project's daily construction emissions will be below the applicable SCAQMD regional air quality standards and thresholds of significance. As a result, the project would not contribute substantially to an existing or projected air quality violation. Furthermore, by complying with the SCAQMD standards, the project would not contribute to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). The project's short-term construction impact on regional air resources is less than significant.

As a condition of approval, the project is required to comply with regional rules that assist in reducing short-term air pollutant emissions associated with suspended particulate matter, also known as fugitive dust. Fugitive dust emissions are commonly associated with land clearing activities, cut and-fill grading operations, and exposure of soils to the air and wind. SCAQMD Rule 403 requires that fugitive dust is controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rules 402 and 403 require implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable suppression techniques are as follows:

1. All active construction areas shall be watered two (2) times daily.
2. Speed on unpaved roads shall be reduced to less than 15 mph.
3. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
4. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
5. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
6. Access points shall be washed or swept daily.
7. Construction sites shall be sandbagged for erosion control.
8. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
9. Cover all trucks hauling dirt, sand, soil, or other loose materials, and maintain at least 2 feet of freeboard space in accordance with the requirements of California Vehicle Code (CVC) section 23114.
10. Pave or gravel construction access roads at least 100 feet onto the site from the main road and use gravel aprons at truck exits.
11. Replace the ground cover of disturbed areas as quickly possible.
12. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.

Localized construction emissions indicate daily construction emissions, with standard control measures, would be below the applicable thresholds established by the SCAQMD. The proposed project's short-term construction activities would cause less than significant Fugitive Dust impacts.

The 250-square foot project is not expected to exceed any of the allowable daily emissions thresholds for criteria pollutants at the regional level. CalEEMod daily emissions outputs are provided in Appendix B. As detailed under Section 2.8, Project Description, the existing operational activities would resume upon completion of construction. The operational activities would not change because of the repairs and improvements of the telecommunication equipment. Thus, there would be no net new air pollutant emissions associated with operational activities. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. The project related long-term air quality impacts are less than significant.

c) **Less Than Significant Impact.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, outdoor athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Environmental analysis identified sensitive receptors near the project as adjacent residences within 25 meters of the project site boundary. To ensure mitigation of potential impacts, the project must comply with

SCAQMD rules requiring construction best practices to mitigate airborne dust, erosion, exhaust, and VOC's.

Toxic Air Contaminants

Toxic air contaminants (TACs) are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends an incremental cancer risk threshold of 10 in 1 million. "Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period will contract cancer. In addition, some TACs have noncarcinogenic effects. The SCAQMD recommends a Hazard Index of 1 or more for acute (short-term) and chronic (long-term) non-carcinogenic effects.

The greatest potential for TAC emissions associated with the proposed project would occur during construction and would be from diesel particulate emissions associated with heavy equipment operations. Diesel particulate matter emissions would be emitted from heavy equipment operations and heavy-duty trucks. Heavy-duty construction equipment is subject to a CARB Airborne Toxics Control Measure for in-use diesel construction equipment to reduce diesel particulate emissions. As shown in Table 4.3-1, total PM_{10} emissions, which includes exhaust PM_{10} (representative of diesel particulate matter) and fugitive dust PM_{10}, would be minimal. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2012). Thus, the duration of the proposed construction activities would only constitute approximately less than one percent of the total 30-year exposure period. The construction period for the proposed project would be approximately two months, after which construction-related TAC emissions would cease. Due to this relatively short period of exposure and minimal emissions on site, TACs generated during construction would not result in concentrations causing significant health risks. Furthermore, SCAQMD CEQA guidance does not recommend preparation of a health risk assessment for short-term construction emissions. Therefore, it is not necessary to evaluate long-term cancer impacts from construction activities that occur over a relatively short duration. Impacts would be less than significant.

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). The CARB guidelines recommend siting distances both for the development of sensitive land uses in proximity to TAC sources and for the addition of new TAC sources in proximity to existing sensitive land uses. Telecommunication infrastructure is not a land use that would generate substantial TAC emissions based on review of the air toxic sources listed in the CARB guidelines. Furthermore, the nature of operation and maintenance activities at the facility would remain generally the same as under existing conditions. Therefore, project operation would not result in the exposure of sensitive receptors to substantial concentrations of TAC emissions. The project impact is considered less than significant.

Local Carbon Monoxide Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the

local CO concentration exceeds the federal one-hour standard of 35.0 ppm or the federal and state eight-hour standard of 9.0 ppm. The project would not generate CO hotspots since the project would not generate new daily trips during operation. The existing conditions would remain the same. Therefore, the project would not expose sensitive receptors to substantial CO concentrations, and no localized air quality impacts related to CO hot spots would occur.

d) **Less Than Significant Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

Telecommunication infrastructure is not a land use that would generate odor in the project vicinity. Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people. No operational impact would occur.

Conditions of Approval:

The project must follow the standard SCAQMD rules and requirements with regards to fugitive dust control, which includes, but are not limited to the following:

1. All active construction areas shall be watered two (2) times daily.
2. Any visible dirt deposition on any public roadway shall be swept or washed at the site access points within 30 minutes.
3. Any on-site stockpiles of debris, dirt or other dusty material shall be covered or watered twice daily.
4. All operations on any unpaved surface shall be suspended if winds exceed 15 mph.
5. Access points shall be washed or swept daily.
6. Construction sites shall be sandbagged for erosion control.
7. Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
8. Replace the ground cover of disturbed areas as quickly possible.
9. A fugitive dust control plan should be prepared and submitted to SCAQMD prior to the start of construction.

Mitigation Measures

No mitigation is necessary because Air Quality impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.4 – Biological Resources

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

Sources

Information used to prepare this section is from the following sources: California Natural Diversity Database; United States Fish and Wildlife Service, National Wetlands Inventory, Wetlands Mapper; US Fish & Wildlife Services, Environmental Conservation Online System;

California Department of Fish and Wildlife, California Regional Conservation Plans Map; and *City of Whittier General Plan Update*, 2021.

Environmental Setting

The proposed project is located within an urbanized area, and the project area is developed as park land.

Discussion

a) **No Impact.** Wildlife habitats within the City are generally limited to parks, nature preserves, and water body areas. The project site is developed. Formal landscaping currently exists on-site. The non-native vegetation is not habitat of any species identified as a candidate, sensitive, or special status species. The project site is not identified as critical habitat for Threatened and Endangered Species. Considering the highly disturbed nature of the project site surrounding areas, the probability of existence of designated species under the federal Endangered Species Act or California Special Concern Species is low. The proposed project would, therefore, not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local or regional plans or by the California Department of Fish and Game (CDFG) or U.S. Fish and Wildlife Service (USFWS). Considering the lack of habitat on the property, no impacts to wildlife species of concern will occur.

b) **No Impact.** Land uses subject to this proposed project would occur in established urbanized areas and would not remove or impact any riparian habitat or other sensitive natural communities. No further environmental analysis is required.

c) **No Impact.** According to the federal National Wetlands Inventory, the project site does not contain riverine wetlands. The proposed project would not disturb any offsite wetlands. There are no on-site water features indicative of potential wetlands rather there is limited landscaping and hardscape walkways. No impacts would occur.

d) **No Impact.** Project implementation would occur in established urbanized areas and would not alter or adversely impact any native resident or migratory fish or wildlife species, corridors or nursery sites. No further environmental analysis is required.

e) **No Impact.** The City has a tree removal policy that states that if more than five trees are to be removed, a tree removal permit application must be submitted to and approved by the City. No trees are planned for removal. The project would not affect any other natural biological resources; therefore the project will not result in any conflicts with local or other policies or standards to protect such resources. No further environmental analysis is required.

f) **No Impact.** The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan because the City of Whittier does not have an adopted Habitat Conservation Plan according to the US Fish & Wildlife Services, Environmental Conservation Online System (ECOS) mapping or any Natural Community Conservation Plan areas apply to the project site according to the California Department of Fish and Wildlife, California Regional Conservation Plans Map. Therefore, implementation of the proposed project would have no adverse impact. No impact would occur.

Mitigation Measures

No mitigation measures are necessary because Biological Resource impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.5 – Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?			☑	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		☑		
c) Disturb any human remains, including those interred outside of formal cemeteries?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021; Ace Environmental LLC., 2021, Cultural Resource Records Search and Site Survey, prepared for T-Mobile, dated August 10, 2020; and Provenience Group, Inc., 2021, Phase I Cultural Resources Survey Report, T-Mobile Site LA03860B, 6031 Citrus Avenue in Whittier, Los Angeles County, California (CEQA Version) prepared for T-Mobile and City of Whittier dated June 2021.

Environmental Setting

The proposed project is located within an urbanized area, and the majority of the project area is developed as park land and hardscape walkways.

Discussion

a) **Less Than Significant Impact.** The City of Whittier is an urbanized community and nearly all properties within the City (except for areas such as protected park lands) have been previously disturbed and/or developed. The proposed project would not promote, encourage or enable activities that could remove, degrade or in any way adversely impact local historic resources. Historic Resources within the City are regulated and protected pursuant to the City's Historic Resource Element of the General Plan.

Provenience Group, Inc. (PGI) conducted a site visit and reviewed previous records on the property located at 6031 Citrus Avenue in the City of Whittier. The records search revealed five previously recorded historic architectural resources within a 0.50-mi. radius of the project. Four National Register-eligible historic properties are within the project area or search radius; one has also been designated a California Historic Landmark. There is also another California Register-eligible historical resource within the 0.50-mi search radius. It is approximately 175 feet from the telecommunication monopalm. In addition, the Founders' Memorial Park, where the project is located, is a local Point of Interest.

The community of Whittier named after Quaker poet John Greenleaf Whittier was founded in 1887. Land was subdivided and lots were sold by the Pickering Land and Water Company, and the town's first water system was developed that same year. The new irrigation system allowed for the growth of agriculture in East Whittier. The establishment of First Friends Church and other congregations helped lay the groundwork for the community. The city, incorporated in 1898, began to develop rapidly in the 1890s, especially the city's original core (Uptown). This increased development was due to the arrival of the railroad in 1888, the connection established between Whittier and neighboring communities, and the resultant growth of the agricultural industry, which consisted of citrus and walnuts. Oil was discovered near Whittier in 1897, and soon multiple oil companies had offices in the city. The oil industry became crucial to Whittier's continued growth and prosperity.

Broadway Cemetery, also previously known as Clark Cemetery or Whittier Cemetery, opened in 1888, although burials began on the land in the 1870s. It was largely out of use after the late 1930s. The last burials in Broadway Cemetery occurred in 1958. By this time, the land associated with Broadway Cemetery as well as the adjacent Mount Olive Cemetery had fallen into neglect because no one was responsible for its care. Although families with loved ones buried there did what upkeep they could, the cemeteries became unkempt and the headstones were vandalized. In 1959, the City Council declared them to be public nuisances and called on city personnel to clean up the land. They were declared abandoned and further burials forbidden in 1967. The area was re-landscaped with walkways and benches, and converted into a passive park, now called Founders Memorial Park. The pathways in the park today cover the same routes as those in the cemeteries. The headstones were removed, and some descendants of those buried in the cemeteries had them reinterred elsewhere. The headstones were either relocated or stored on city land adjacent to Pio Pico State Historic Park and later at the Whittier Museum.

Among those buried in the two cemeteries are "Greek George," the nickname of George Caralambo (also known as George Allen), who was a camel handler involved in the United States War Department's brief camel experiment to use the animals for known transportation in the Southwest just before and during the Civil War (1855-1864); the Hadley family, pioneers of Whittier; and the Milhouse family, ancestors of Richard Nixon.

Broadway Cemetery appears to be eligible as a Whittier Historic Landmark E for its association with the early institutional development of Whittier. It is the earliest cemetery in the city and dates to the founding years of the community. It contains the graves of a number of significant members of the community, including members of the Hadley family. Based upon visual observation and historic photographic evidence, it retains integrity of location but does not retain other aspects of integrity, as it no longer contains its grave markers. Though not eligible for the National Register due to a lack of integrity, Criteria Consideration D, related to cemeteries, provides guidance on the eligibility of Broadway Cemetery. Criteria Consideration D states that cemeteries may be eligible if they derive their primary significance from graves of persons of transcendent importance, from age, from distinctive design features, and from association with historic events. In the case of Broadway Cemetery, it appears to be eligible as the oldest cemetery in the city and for its association with the founding years of the community.

PGI determined that the construction area is not a historical resource for the purposes of the California Environmental Quality Act (CEQA) or as a historical resource as defined in the City of Whittier's Municipal Code Sections 18.84.050 and 18.84.080. No further environmental analysis is required.

b) **Less Than Significant Impact with Mitigation Incorporated.** The property is a developed parcel in a fully urbanized area. The results of the records search commissioned by PGI identified no prior archaeological resources recorded within the search radius. The results of the pedestrian survey were also negative for archaeological sites within the project site or the surrounding area. During the survey, no prehistoric or historic resources were observed within or surrounding the project site. No resources were observed during the current archaeological survey. Further, a previous Extended Phase I archaeological excavation, performed when the cell site was first established, was also negative for cultural resources.

Prior to the onset of construction, a qualified Lead Archaeologist will be retained, and qualified archaeological resource construction monitor(s), per Secretary of Interior (SOI) standards, will monitor and observe all project-related ground disturbances in native soil, under the guidance of the qualified Lead Archaeologist, who may not be on site, but should be available when required.

In accordance with standard City procedures, a halt-work condition would be in place in the unlikely event that archaeological resources are discovered during construction. If any possible interment-related artifacts are observed during monitoring, they will be left in place and no artifacts will be collected. Work will not resume and other measures will be necessary, such as avoidance through project redesigns. The archaeologist will prepare a final technical report, following the guidelines of the California Office of Historic Preservation, which includes the monitoring results and any evaluation of resources.

Impact would be less than significant with application of existing regulations and Mitigation Measure CR-1 through CR-8.

c) **Less Than Significant Impact.** Due to the telecommunication facility being located at the former cemetery site it is possible that human remains could be uncovered during trenching operations. Should suspected human remains be encountered, the contractor shall be required to notify the County Coroner in accordance with Section 7050.5 of the California Health and Safety Code, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she would be required to contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Through this existing regulatory procedure, impacts to human remains would be avoided. Impact would be less than significant with application of existing regulations and Mitigation Measure CR-6, TCR-2 and TCR-3.

Conditions of Approval

In accordance with standard City procedures, a halt-work condition would be in place in the unlikely event that archaeological resources are discovered during construction. The contractor would be required to halt work in the immediate area of the find and to retain a professional archaeologist, to examine the materials to determine whether they are a "unique archaeological resource" as defined in Section 21083.2(g) of the State CEQA Statutes. If this determination is positive, the scientifically consequential information must be fully recovered by the archaeologist, consistent with standard City protocol.

Mitigation Measures

Based on the potential sensitivity of the area, the following mitigation measures are recommended that would reduce the potential affects to any archaeological impact.

CR-1: Prior to the start of construction, a qualified Lead Archaeologist who meets the standards of the Secretary of the Interior for Archaeology shall be retained. Under supervision of the Lead Archaeologist, a qualified archaeological resource construction monitor, who meets the standards of the Secretary of the Interior for Archaeology, shall monitor all project-related, ground-disturbing construction activities (i.e., grading, excavation, etc.).

CR-2: If requested by the City of Whittier, a Cultural Resources Mitigation Monitoring Program (CRMMP) will be developed by the Lead Archaeologist prior to the start of ground disturbing activities.

CR-3: Prior to the commencement of grading or excavation activities, the Lead Archeologist retained for the Project, shall create a separate Worker's Environmental Awareness Program (WEAP) pamphlet that will be provided as training construction personnel to understand regulatory requirements for the protection of cultural resources. The Lead Archaeologist will teach provide the WEAP training. This training shall include examples of cultural resources and discuss the protocols to follow if discoveries are made.

CR-4: In the event that an archaeological resource is encountered during construction when a monitor is not on site, all construction shall cease within at least 50 feet of the discovery and the Principal Investigator and/or Lead Archaeologist must be notified immediately. If the monitor is present at the time of discovery, then the monitor will have the authority to temporarily divert the construction equipment around the find and notify the Principal Investigator and/or Lead Archaeologist until it is assessed for scientific significance. Work cannot resume in the direct area of the discovery until it is assessed by Principal Investigator and/or Lead Archaeologist and he/she indicates that construction can resume.

CR-5: If an archaeological discovery cannot be preserved in situ and requires an excavation team or requires additional time to collect cultural resources or the size of the discovery is more than a monitor can collect during standard daily monitoring services, a Discovery and Treatment Plan (DTP) will be developed and the area will be cordoned off and secured so that an archaeological resource excavation team, led by the Principal Investigator and/or Lead Archaeologist, may recover the cultural resources out of that contained area once the DTP has been approved by the City of Whittier. Once the Principal Investigator and/or Lead Archaeologist has determined that the collection process is complete for a given area or locality, construction activity will resume in that localized area.

CR-6: If human remains are encountered construction and/or excavation must cease within the general vicinity, and the remains must be inspected by the Los Angeles County coroner. If the coroner determines that they are Native American in origin, then the coroner must contact the NAHC. The NAHC will then determine and notify a Most Likely Descendant (MLD). The MLD must complete inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

CR-7: Once construction activities are complete, all significant cultural resources collected will be prepared in a properly equipped archaeological laboratory to a point ready for

curation. The laboratory process will include, but not be limited to, artifact cleaning, analysis, identification, photographing, catalogued, and then delivered to a local accredited museum repository for permanent curation and storage. Accompanying notes, maps, and photographs shall also be filed at the repository. The cost of curation is assessed by the repository and is the responsibility of the Project proponent.

CR-8: At the conclusion of laboratory analysis and preparation for museum curation, a final report of findings will be prepared describing the results of the cultural mitigation monitoring efforts associated with the project. The report will include a summary of the field and laboratory methods, an overview of the cultural background within the project vicinity, a list of cultural resources recovered (if any), an analysis of cultural resources recovered (if any) and their scientific significance, and recommendations. A copy of the report will be submitted to the City of Whittier, the appropriate California Historic Resources Information Center, and the designated museum repository.

Level of Significance After Mitigation

Cultural Resource impacts will be less than significant with standard conditions and mitigation measures satisfied.

4.6 – Energy

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

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021 and California Emissions Estimator Model®, Version 2020.4.0, California Air Pollution Control Officers Association, May 2021.

Environmental Setting

Energy resources include electricity, natural gas and other fuels. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. Energy production and energy use both

result in the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emission of pollutants. Energy usage is typically quantified using the British Thermal Unit (BTU). The BTU is the amount of energy that is required to raise the temperature of one pound of water by one degree Fahrenheit. As points of reference, the approximate amount of energy contained in a gallon of gasoline, 100 cubic feet (one therm) of natural gas, and a kilowatt hour of electricity are 123,000 BTUs, 100,000 BTUs, and 3,400 BTUs, respectively.

California is one of the lowest per capita energy users in the United States, ranked 50th in the nation, due to its energy efficiency programs and mild climate. California consumed 279,402 gigawatt-hours (GWh) of electricity and 13,158 million therms of natural gas in 2019 (California Energy Commission [CEC] 2021). The single largest end-use sector for energy consumption in California is transportation (39 percent), followed by industry (23 percent), commercial (19 percent), and residential (19 percent) (United States Energy Information System [USEIA] 2019). Most of California's electricity is generated in-state with approximately 30 percent imported from the northwest and southwest in 2017. In addition, approximately 30 percent of California's electricity supply comes from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2021).

To reduce statewide vehicle emissions, California requires that all motorists use California Reformulated Gasoline, which is sourced almost exclusively from in-state refineries. Gasoline is the most used transportation fuel in California with 12.6 billion gallons sold in 2020 and is used by light-duty cars, pickup trucks, and sport utility vehicles (CEC 2021). Diesel is the second most-used fuel in California with 1.7 billion gallons sold in 2020 and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (CEC 2021). Both gasoline and diesel are primarily petroleum-based, and their consumption releases GHG emissions, including CO_2 and N_2O. The transportation sector is the single largest source of GHG emissions in California, accounting for 40 percent of all inventoried emissions in 2019 (CARB [California Air Resources Board] 2021). Table 4.6-1 summarizes the electricity and natural gas consumption for Los Angeles County, in which the project site would be located, and for Southern California Edison (SCE), as compared to statewide consumption.

Table 4.6-1
2019 Electricity and Natural Gas Consumption

Energy Type	Los Angeles County	SCE	California	Proportion of SCE Consumption	Proportion of Statewide Consumption[1]
Electricity (GWh)	66,119	80,913	279,401	29%	24%
Natural Gas (millions of therms)	3,048	5,425	13,158	41%	23%

GWh = gigawatt-hours. SCE = Southern California Edison,

[1] For reference, the population of Los Angeles County (10,044,458 persons) is approximately 25 percent of the population of California (39,466,855 persons).

Source: CEC (California Energy Commission) 2021c; CDF (California Department of Finance) 2021

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California being one of the top petroleum-producing states in the nation (CEC 2021). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with 15.4 billion gallons sold in 2019 (CEC 2020). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California with 1.8 billion gallons sold in 2019 (CEC 2020). Table 6 summarizes the petroleum fuel consumption for Los Angeles County, in which the project site would be located, as compared to statewide consumption.

Table 4.6-2
2020 Annual Gasoline and Diesel Consumption

Fuel Type	Los Angeles County (gallons)	California (gallons)	Proportion of Statewide Consumption[1]
Gasoline	2,770	12,572	22%
Diesel	299	1,744	17%

[1] For reference, the population of Los Angeles County (10,044,458 persons) is approximately 25 percent of the population of California (39,466,855 persons) (California Department of Finance 2021).

Source: CEC 2021

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and GHG emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with the project's energy consumption are discussed in detail in Section 4.3, Air Quality, and Section 4.8, Greenhouse Gas Emissions, respectively.

Discussion

a) **Less Than Significant Impact.** According to the CEQA Guidelines § 15126.2(d), "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement that provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified." Therefore, the purpose of this analysis is to identify any significant irreversible environmental effects of project implementation that cannot be avoided.

Project-specific information and the CalEEMod outputs for the air pollutant and GHG emissions modeling (Appendix B) were used to estimate energy consumption associated with the proposed project.

The project would require various construction activities, including site preparation, trenching, and site restoration. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. The construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of

construction. Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Overall, construction of the project would be temporary and typical of similar projects. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operational activities at the project site would resume per existing conditions upon completion of construction. The proposed project would modify the telecommunication equipment at an existing facility. It would have no effect on water demands or the rate of groundwater production. Therefore, there would be no net new energy consumption associated with operational activities, and project operation would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. A less than significant impact would occur.

b) **No Impact.** The City of Whittier does not have any specific renewable energy or energy efficiency plans with which the project could comply. Therefore, no impact would occur.

Mitigation Measures

With the compliance with existing regulations, the project would not result in significant impacts associated with Energy.

Level of Significance After Mitigation

Not Applicable.

4.7 – Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				

i) Rupture of a known fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			☑	
ii) Strong seismic ground shaking?			☑	
iii) Seismic-related ground failure, including liquefaction?			☑	
iv) Landslides?			☑	
b) Result in substantial soil erosion or the loss of topsoil?			☑	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			☑	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			☑	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				☑
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021; UC Davis Soil Resource Laboratory, SoilWeb.

Environmental Setting

The City of Whittier is located along the southern section of the northwestern Puente Hills. West of the hills is a lowland plain that gently slopes to the southwest. The majority if the City is situated on the lowland surface.

Discussion

a.i) **Less Than Significant Impact.** The Whittier area is crossed by the Whittier fault on its northern and eastern sections. Groundshaking and surface rupture hazards are associated with earthquakes along these faults. The site is not located within an Alquist-Priolo Earthquake Fault Zone. Accordingly, the potential for fault surface rupture on the subject site is very low.

a.ii) **Less Than Significant Impact.** The Whittier-Elsinore fault zone could create substantial ground shaking if a seismic event occurred along that fault. Similarly, a strong seismic event on any other fault system in Southern California has the potential to create considerable levels of ground shaking throughout the City. The project site is subject to strong seismic ground shaking, as are virtually all properties in Southern California. Ground shaking hazards caused by earthquakes along other active regional faults exist. The trenching for the laying on conduit will not result in the risk of loss, injury, and death; impacts due to strong ground shaking will be less than significant.

a.iii) **Less Than Significant Impact.** Liquefaction is a mode of ground failure that results from the generation of high pore water pressures during earthquake ground shaking, causing loss of shear strength. Liquefaction is typically a hazard where loose sandy soils exist below groundwater. The California Geological Survey (CGS) has designated certain areas within southern California as potential liquefaction hazard zones. These are areas considered at a risk of liquefaction-related ground failure during a seismic event, based upon mapped surficial deposits and the presence of a relatively shallow water table. The General Plan identifies that most of the City is in areas of either very low or low liquefaction potential. The site is not located in a liquefaction zone per the seismic hazard maps (California Geologic Survey, 1998). Based on the depth to groundwater, the potential for liquefaction is minimal at the site.

a.iv) **Less Than Significant Impact.** Structures built below or on slopes subject to failure or landslides may expose people and structures to harm. The majority of the City is relatively flat and characterized by slopes that are not high (less than 50 feet) or steep (generally sloping flatter than 1-1/2:1, horizontal to vertical). There are areas associated with the Puente Hills formation that have shown previous evidence of landslides. Due to a lack of slopes within or nearby the property, seismically induced landsliding is not anticipated to pose a danger to the site. Impacts would be expected to be less than significant and no further environmental analysis is required.

b) **Less Than Significant Impact.** Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. No native topsoil is likely to occur on site. The project has the potential to expose surficial soils to wind and water erosion during construction activities.

Wind erosion will be minimized through soil stabilization measures required by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering. The intent of SCAQMD Rule 403 is to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (man-made) fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

Water erosion will be prevented through the City's standard erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing or sandbags. Following project construction, the site would be covered completely by structures and landscaping. Compliance with regulatory requirements of SCAQMD would ensure that impacts with regard to soil erosion or loss of topsoil are less than significant and no mitigation is required.

c) **Less Than Significant Impact.** Impacts related to liquefaction and landslides are discussed above in Section 4.7.a. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Due to the absence of any substantial change in grade, the potential for lateral spread occurring within the project area is considered to be low.

d) **Less Than Significant Impact.** The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. The proposed project will comply with applicable building codes that account for the possibility of expansive soils.

e) **No Impact.** The entire City is served by an existing sewer system and therefore, has no need for septic tanks or any other alternative wastewater disposal systems. No further environmental analysis is required.

f) **Less Than Significant Impact.** The potential for uncovering such significant resources at the project site during construction activities is considered remote given that no such resources have been discovered during prior development activity within the area, there are no unique geological resources on or near the project site, and the fact that the site has been significantly disturbed in the past. Excavation will be necessary for the telecommunication development. In accordance with standard City procedures, a halt-work condition would be in place in the unlikely event that paleontological resources are discovered during construction. The contractor would be required to halt work in the immediate area of the find and to retain a professional paleontologist, as applicable, to examine the materials to determine whether they are a "unique archaeological resource" as defined in Section 21083.2(g) of the State CEQA Statutes. If this determination is positive, the scientifically consequential information must be fully recovered by the paleontologist consistent with standard City protocol. As such, impacts on paleontological impacts would be less than significant.

Mitigation Measures

No mitigation measures are necessary because Geology and Soil impacts will be less than significant.

Level of Significance After Mitigation

Geology and Soils impacts will be less than significant with standard conditions satisfied.

4.8 – Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			☑	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			☑	

Sources

Information used to prepare this section is from the following source: *City of Whittier General Plan Update, 2021* and California Emissions Estimator Model®, Version 2020.4.0, California Air Pollution Control Officers Association, May 2021.

Environmental Setting

Constituent gases of the Earth's atmosphere, called atmospheric greenhouse gases (GHG), play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO2), methane (CH4), ozone, water vapor, nitrous oxide (N2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO2 and nitrous oxide (NOx) are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO2, where CO2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean.

The project is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). A numerical threshold for determining the significance of greenhouse gas emissions in the South Coast Air Basin (Basin) has not officially been adopted by the SCAQMD. As an interim threshold based on guidance provided in the CAPCOA *CEQA and Climate Change* white paper, a non-zero threshold based on Approach 2 of the handbook will be used. Threshold 2.5 (Unit- Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 3,000 metric tons carbon dioxide equivalent (MTCO2E) per year for residential and commercial projects. This threshold is based on the review of 711 CEQA projects.

In response to the requirements of SB97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March, 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A project would have a potentially significant impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,

- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

Section 15064.4 of the Code specifies how significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. At each of these steps, the new GHG guidelines afford the lead agency with substantial flexibility.

Emissions identification may be quantitative, qualitative or based on performance standards. CEQA guidelines allow the lead agency to "select the model or methodology it considers most appropriate." The most common practice for transportation/combustion GHG emissions quantification is to use a computer model such as CalEEMod, as was used in the ensuing analysis.

The significance of those emissions then must be evaluated; the selection of a threshold of significance must take into consideration what level of GHG emissions would be cumulatively considerable. The guidelines are clear that they do not support a zero net emissions threshold. If the lead agency does not have sufficient expertise in evaluating GHG impacts, it may rely on thresholds adopted by an agency with greater expertise.

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO_2 equivalent/year. In September 2010, the Working Group released revisions that recommended a threshold of 3,000 MT CO_2e for commercial or residential land use types. This 3,000 MT/year recommendation has been used as a guideline for this analysis.

Discussion

a) **Less Than Significant Impact.** Construction of the facilities and utilization would generate negligible greenhouse gas (GHG) emissions from equipment emissions. Greenhouse gas emissions are estimated for on-site and off-site construction activity using CalEEMod. The construction greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction are identified. Construction emissions are averaged over 30 years and added to the long-term operational emissions, pursuant to SCAQMD recommendations. CalEEMod annual GHG output calculations are provided in Appendix B.

Because impacts from construction activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. By itself, the construction activities from this project are less than significant when compared to the thresholds recommended by SCAQMD. However, SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime and added to the overall project operational emissions. In doing so, construction GHG emissions are included in the overall contribution of the project, as further discussed in the following section.

Greenhouse gas emissions are estimated for on-site and off-site operational activity using CalEEMod. Greenhouse gas emissions from mobile sources, area sources and energy sources are provided in Appendix B. The project GHG emissions are expected to be below the SCAQMD's Tier 3 approach, which limits GHG emissions to 3,000 $MTCO_2e$. The project related long-term GHG impacts are less than significant.

b) **Less Than Significant Impact.** Whittier has adopted the 2019 edition of the California Building Code (Title 24), including the California Green Building Standards Code. The project does not include any feature (i.e. substantially alter energy demands) that would interfere with

implementation of State and City codes and plans. The City of Whittier does not have any additional plans, policies, standards, or regulations related to climate change and GHG emissions. Also, no other government-adopted plans or regulatory programs in effect at this time have established a specific performance standard to reduce GHG emissions from a single building project. The proposed project would not permit any land use operations that would conflict with any plans, policies or regulations related to the reduction of greenhouse gas emissions. No further environmental analysis is needed.

Mitigation Measures

No mitigation measures are necessary because impacts to Greenhouse Gas Emissions will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.9 – Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			☑	
b) Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident condition involving the release of hazardous materials into the environment?			☑	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			☑	
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?			☑	

e) For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				☑
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			☑	
g) Expose people or structures, directly or indirectly to a significant risk of loss, injury or death involving wildland fires, including where wildlands?				☑

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update, 2021*; California Department of Toxic Substances Control, EnviroStor; California State Water Resources Control Board, GeoTracker; California State Water Resources Control Board. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit; California Department of Forestry and Fire Protection, Incorporated Fire Hazard Severity Zone: City of Whittier, Very High Fire Hazard Severity Zones in LRA (Local Responsibility Area), September 2011; and California Department of Transportation, Division of Aeronautics website, California Public Use Airport list.

Environmental Setting

Hazardous Waste Site

The City of Whittier has properties listed on the State of California Hazardous Waste and Substances Site List pursuant to Government Code Section 65962.5 as identified on the California Department of Toxic Substances Control Envirostar database. The property at 6031 Citrus Avenue is not identified as having hazardous materials on site.

Local Schools

The City is served by the following school districts: Whittier Union High School District, Whittier City School District, Fullerton Joint Union High School District, Whittier Elementary School District, the East Whittier Elementary School District, the Los Nietos School District and the Lowell Joint School District. The closest schools to the project include: Longfellow Elementary School at 6005 Magnolia, Whittier approximately 0.5 miles to the northwest; Dexter Middle School located at 11532 Floral Drive, Whittier approximately 0.6 miles to the northwest; and Whittier High School located at 12417 Philadelphia Street, Whittier approximately 0.7 miles south of the project site.

Public Airports/Private Airstrips

There are no private or public airports located within the City limits of Whittier. Fullerton Municipal Airport is located approximately 7 miles southeast of the City.

Discussion

a) **Less Than Significant Impact.** The proposed project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials. The proposed project is located within a primarily residential and institutional area within the city, and is not located in an industrial area. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances as part of telecommunication use.

During site preparation and construction, there would be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, and accident prevention and clean up, etc. would be sufficient to reduce potential impacts to a less than significant level. Regular operation would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Impacts associated with the routine transport, use of hazardous materials or wastes will be less than significant.

b) **Less Than Significant Impact.** All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction practices include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes and other waste materials. Impacts would be less than significant with implementation of existing regulations.

c) **Less Than Significant Impact.** The closest schools to the project include: Longfellow Elementary School at 6005 Magnolia, Whittier approximately 0.5 miles to the northwest; Dexter Middle School located at 11532 Floral Drive, Whittier approximately 0.6 miles to the northwest; and Whittier High School located at 12417 Philadelphia Street, Whittier approximately 0.7 miles south of the project site. Operation of the proposed project—a telecommunication modification project—would not generate significant amounts of any hazardous emissions, and storage, handling, or production and disposal of acutely hazardous materials is not required or proposed for any aspect of this project. Impact would be less than significant with implementation of existing regulations.

d) **Less than Significant Impact.** A review of known electronic database listings for possible hazardous waste generating establishments, as well as sites with known environmental concerns was conducted. Facilities were identified by county, state, or federal agencies that generate, store, or dispose of hazardous materials. The project is not located on the State of California Hazardous Waste and Substances Site List pursuant to Government Code Section 65962.5 as identified on the California Department of Toxic Substances Control Envirostar database. Impacts will be less than significant.

e) **No Impact.** There are no private or public airports located within 2 miles of the project area. The project would not alter air traffic patterns or encourage future developments that could conflict with established Federal Aviation Administration (FAA) flight protection zones. Therefore, the project would not result in safety hazards from proximity to airports for people living in the project area or excessive noise for people residing or working in the project area. No impact will occur.

f) **Less Than Significant Impact.** The proposed improvement project would not increase the population of the area and employment would be limited to the construction phase. Per State

Fire and Building Codes, sufficient space will have to be provided around the facility for emergency personnel and equipment access and emergency evacuation. All project elements, including landscaping, would be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the site. The site plan includes an access point from Citrus Avenue. Over the long term, the project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. Project impacts would be less than significant.

g) **No Impact.** The project site is located within an urbanized area of the City of Whittier and is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE). There are no wildland conditions in the urbanized area that the project site is located. The project would not include housing or other structures which could accommodate occupants, and would not expose people or structures to risk of loss, injury, or death involving wildland fires. No impact would occur.

Mitigation Measures

No mitigation measures are necessary because Hazards and Hazardous Materials impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.10 – Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			☑	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			☑	

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;			☑	
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			☑	
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			☑	
iv) impede or redirect flood flows?			☑	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			☑	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update, 23021*; Whittier Municipal Code; and Flood Insurance Rate Maps (FIRM).

Environmental Setting

The developed portions of Whittier are served by an extensive municipal storm drain network that is maintained by the City and designed to collect all urban runoff. These drain eventually to the Los Angeles River. While existing flood control structures have provided significant protection from uncontrolled flooding, inadequacies in the local drainage system have caused occasional localized flooding.

Federal and State Oversight

The federal Clean Water Act (CWA) is the principal federal law that provides for the protection of water quality. The primary objectives of the CWA are to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters," and to make all surface waters "fishable" and "swimmable." The U.S. Environmental Protection Agency (EPA) is the designated federal agency responsible for implementing the CWA and it has further delegated authority to the State Water Resources Control Board (SWRCB) and associated Regional Water Quality Control Boards (RWQCB) for compliance with the CWA. Relevant programs identified in the CWA include the National Pollution Discharge Elimination System (NDPES) program which regulates discharge of pollutants from known sources (point sources), as well as non-point sources, into waters of the United States through the issuance of permits. As part of the NPDES program, a Storm Water Pollution Prevention Plan (SWPPP) must be prepared for

construction activities affecting greater than one acre because the discharge of stormwater during construction is considered a non-point source of water pollution.

Stormwater Pollution Prevention Plans

According the Storm Water Program run by the State Water Resources Control Board (SWRCB), the property owners shall also prepare a SWPPP in accordance with state requirements. All construction projects which could potentially have an adverse impact on the City's municipal separate storm sewer system or waters of the State shall install and/or implement appropriate construction and post-construction BMPs, as listed in their SWPPP.

Discussion

a) **Less Than Significant Impact.** A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC), or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact could occur if the project would discharge water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Storm Water Quality Management Plan (SWQMP) to reduce potential post-construction water quality impacts.

Discharges into stormwater drains or channels from construction sites of one acre or larger are regulated by the General Permit for Storm Water Discharges Associated with Construction Activity issued by the State Water Quality Control Board. The General Permit was issued pursuant to National Pollutant Discharge Elimination System (NPDES) regulations of the Environmental Protection Agency (EPA), as authorized by the Clean Water Act. Compliance with the General Permit involves developing and implementing a Storm Water Pollution Prevention Plan (SWPPP) specifying best management practices (BMPs) that the project would use to minimize pollution of stormwater. The SWPPP BMPs would follow the guidelines set forth by the State Water Resources Control Board (SWRCB).

The project applicant will be required to comply with NPDES permit requirements through the preparation and implementation of a SWPPP for construction activities. The City's Public Works Director will review the application for compliance with applicable regulations and to ensure that no water quality standards or discharge requirements are violated. The approximately 250-square foot project area will not result in a reduction of water quality standards or waste discharge requirements with implementation of the standard regulatory requirements. Impacts will be less than significant.

b) **Less Than Significant Impact.** If the project removed an existing groundwater recharge area or substantially reduced runoff that results in groundwater recharge, a potentially significant impact could occur. Project-related grading would not reach groundwater depths and no disturbance of groundwater is anticipated. Since this site is currently developed and is not managed for groundwater supplies, there is no change in infiltration and the site would not have a significant effect on groundwater supplies or recharge.

c.i) **Less Than Significant Impact.** Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the project results in substantial on- or

off-site erosion or siltation. There are no streams cross the project site; thus, the project would not alter any stream course. The project will not alter drainage flows. Erosion and siltation reduction measures would be implemented during construction consistent with an approved SWPPP, which will demonstrate compliance with the City's NPDES permit. At the completion of construction, the project would consist of predominately landscaped areas, and would therefore not be prone to substantial erosion. Impacts will be less than significant.

c.ii) **Less Than Significant Impact.** The project will not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite as determined by the City's Public Works Department. Impacts will be less than significant.

c.iii) **Less Than Significant Impact.** The telecommunication improvements will not affect drainage and runoff for the site. The existing use on the site is park land. The site is relatively flat. The proposed drainage pattern is to match existing. There is no new infrastructure proposed as part of this project. Impacts will be less than significant.

c.iv) **Less Than Significant Impact.** The Federal Emergency Management Agency (FEMA) produces maps (Flood Insurance Rate Map) that identify areas that are located in flood zones. The proposed project is not located within a 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps. The project site is identified as Zone X, defined by FEMA as areas outside the 0.2 percent annual chance floodplain on Panel 06037C01835F, effective September 26, 2008. Therefore, the project will not impede or redirect flood flows. Impacts will be less than significant.

d) **Less Than Significant Impact.** According to General Plan, most of Whittier is not within a zone influenced by the inundation of seiche, tsunami, or mudflow. The proposed project would not result in any increased risk of inundation to any properties. Impacts will be less than significant.

e) **Less Than Significant Impact.** The telecommunication improvement project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Mitigation Measures

No mitigation measures are necessary because Hydrology impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.11 – Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				☑

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

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021.

Environmental Setting

The City of Whittier is located in the eastern portion of Los Angeles County, 15 miles east of downtown Los Angeles. The City is on the southwestern slopes of the Puente Hills just east if the San Gabriel River and the San Gabriel River Freeway (State Route 605). The land features a sloping terrain on the north and east where the Puente Hills are located and becomes flat on the southern and western sections. The subject parcel is generally flat.

Discussion

a) **No Impact.** The proposed project is surrounded by residential, institutional and open space uses. The proposed project is compatible with the surrounding land uses along Citrus Avenue and will not divide an established community. The project does not propose construction of any new roadway, flood control channel, or other structure that would physically divide any portion of the community. Therefore, no impact will occur.

b) **Less than Significant Impact.** The project would not conflict with the City's General Plan. The project is consistent with goals and objectives in the existing Land Use Element of the General Plan. The project site designated as Park as identified by the Land Use Element of the City of Whittier General Plan, 2021. The zoning classification is R-1 Single-Family Residential. The telecommunication improvements as the existing leased site will not conflict with the intent or implementation of the General Plan or Zoning. Impacts will be less than significant.

Mitigation Measures

No mitigation measures are necessary because impacts to Land Use and Planning will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.12 – Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				☑

Sources

Information used to prepare this section is from the *City of Whittier General Plan Update*, 2021.

Environmental Setting

Tertiary sedimentary formations on the Puente Hills contain conglomerate and sandstone deposits which may be used for aggregate. Thus, the hills have a potential for these resources, although insufficient data is available to determine if the deposits in the Puente Hills are significant and can be economically mined. No significant aggregate resources have been identified by the State Department of Mines and Geology in the Whittier area.

Discussion

a-b) **No Impact.** The project is located within a fully urbanized City of Whittier. The project does not propose any alteration of local mineral resource land uses and there are no mineral resource activities that would be altered or displaced by project implementation. No further discussion is required.

Mitigation Measures

No mitigation measures are necessary because Mineral impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.13 – Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			☑	
b) Generation of excessive groundborne vibration or groundborne noise levels?			☑	
c) For a project located within the vicinity or 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?				☑

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021; and City of Whittier Municipal Code.

Environmental Setting

Noise Terminology

The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A- weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale, which means a doubling of the energy of a noise source, such as a doubled traffic volume, would increase the noise levels by 3 dBA; halving of the energy would result in a 3 dBA decrease.

Average noise levels over a period of minutes or hours are usually expressed as dBA Leq, or the equivalent noise level for that period of time. For example, Leq(3) would represent a 3-hour average. When no period is specified, an one-hour average is assumed.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds

twice (half) as loud. This definition is recommended by Caltrans publication, *Transportation's Traffic Noise Analysis Protocol for New Highway and Reconstruction Projects*.

Vibration

Groundborne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of groundborne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although groundborne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Groundborne noise is an effect of groundborne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Noise Standards

State Regulations

State standards regulate noise levels of motor vehicles, sound transmission through buildings, occupational noise control, and noise insulation. Title 24 of the California Code of Regulations, also known as the California Building Standards Code, establishes building standards applicable to all occupancies throughout the state. The code provides acoustical regulations for both exterior-to-interior sound insulation, as well as sound and impact isolation between adjacent spaces of various occupied units. Title 24 regulations state that interior noise levels generated by exterior noise sources shall not exceed 45 dBA Ldn/CNEL, with windows closed, in any habitable room for general residential uses.

City of Whittier General Plan

The Whittier Noise Guidelines for land use planning reflects the City's interpretation of noise guidelines promulgated by the California Office of Noise Control. The guidelines provide the City with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels.

Vibration Standards

The City of Whittier does not have a published vibration impact criterion. The California Department of Transportation (Caltrans) has published one of the seminal works for the analysis of groundborne noise and vibration relating to transportation- and construction-induced vibrations and although the project is not subject to the regulations, it serves as a useful tool to evaluate vibration impacts. A vibration impact would generally be considered significant if it involves any construction-related or operations-related impacts in excess of 0.2 +inches per second (in/sec) PPV.

Discussion

a) **Less Than Significant Impact.** Infill development involves construction in close proximity to existing residents and businesses. Existing residential dwelling units located north, west and east of the project site may be affected by short-term noise impacts associated the transport of workers, the movement of construction materials to and from the project site, and trenching activities. Construction noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule

proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work.

The closest sensitive receptor to the north is within 10 feet from the construction area. Per Section 8.32.040 and 8.32.080, erection or demolition of buildings, grading and excavation of land including the use of blasting, the startup and use of heavy equipment such as dump trucks and graders and the use of jack hammers are exempt from the City noise ordinance standards as long as they are conducted on weekdays between the hours of 7:00 AM and 6:00 PM and on Saturdays between the hours of 8:00 AM and 5:00 PM. Impacts would be less than significant with adherence to these allowed hours of construction.

b) **Less Than Significant Impact.** This impact discussion analyzes the potential for the proposed project to cause an exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Vibration levels in the project area may be influenced by construction. The nearest residential structure to the project site is located approximately 10 feet from the project site. The threshold at which there may be a risk of architectural damage to normal houses with plastered walls and ceilings is 0.20 PPV in/second. Primary sources of vibration during construction would be vibratory rollers or bulldozers. A vibratory roller could produce 0.21 PPV at 25 feet and a large bulldozer could produce up to 0.089 PPV at 25 feet. At a distance of 5 feet (distance from project site property line to nearest residential structure) a vibratory roller would yield a worst-case 2.3 PPV (in/sec) and a large bull dozer would yield a worst-case 0.99 PPV (in/sec). In order to avoid potential groundborne vibration impacts related to structural damage, no vibratory rollers should be utilized. A small bulldozer, which would generate a PPV of 0.03 at a distance of 5 feet, can be utilized instead. With implementation of this measure, the potential for damage associated with groundborne vibration would be less than significant.

Annoyance associated secondary effects, such as the rattling of a china cabinet, can also occur, even when vibration levels are well below perception. Any effect (primary perceptible vibration, secondary effects, or a combination of the two) can lead to annoyance. The degree to which a person is annoyed depends on the activity in which they are participating at the time of the disturbance. For example, someone sleeping or reading will be more sensitive than someone who is running on a treadmill. Reoccurring primary and secondary vibration effects often lead people to believe that the vibration is damaging their home, although vibration levels are well below minimum thresholds for damage potential. There is a potential for nearby residents to be annoyed by groundborne vibration. Annoyance related impacts would be short-term and would only occur during site grading and paving activities. Impacts related to annoyance would be less than significant.

c) **No Impact.** No airport land use plans apply to the area, and the proposed project is not located within two miles of an airport. The project falls outside any airport's noise contours for excessive noise. Therefore, residents or workers would not be exposed to excessive airport noise levels and there would be no impact. No further environmental analysis is necessary.

Mitigation Measures

No mitigation measures are necessary because Noise impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.14 – Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				☑
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				☑

Sources

Information used to prepare this section is from the following sources: State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark*. Sacramento, California, May 2021; and *City of Whittier General Plan Housing Element Update* 2021-2029.

Environmental Setting

Estimated population of Whittier for 2021 is 86,196 and has an estimated 2.59 persons per household.

Discussion

a) **No Impact.** The proposed project would not induce direct or indirect population growth with modifications to the telecommunication facility. No impact would occur.

b) **No Impact.** The project site is currently developed with existing park. No housing units are onsite and no one currently resides on the project site. Therefore, the project would not displace any housing or people and the project would not necessitate the construction of replacement housing. No impact would occur.

Mitigation Measures

No mitigation measures are necessary because impacts to Population and Housing will be less than significant.

Level of Significance After Mitigation

Not Applicable

4.15 – Public Services

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

Sources

Information used to prepare this section is from the following sources: City of Whittier *General Plan Update*, 2021; and Great!Schools Website.

Environmental Setting

Fire Protection

The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical response services in the City of Whittier. LACoFD also provides prevention services (e.g., inspections, permits, and drills) within its jurisdiction. LACoFD has mutual aid agreements with other jurisdictions and practices unified command in response to potential emergencies. Property tax and special tax revenues generated fund the LACoFD.

Police Protection

The Whittier Police Department (WPD), headquartered at 13200 Penn Street, provides police protection to the City, including the project site. The WPD serves the cities of Whittier and Santa Fe Springs, an area encompassing 21.4 miles. The members of the WPD who serve the citizens of Santa Fe Springs are stationed out of the Police Service Center, which is located in the City of Santa Fe Springs. The Whittier Police Department is a general law enforcement agency responsible for the delivery of a full range of law enforcement services. Personnel include 121 sworn officers and 51 civilian employees for a total of 172 full-time positions. Included within the 172 positions are 39 positions (34 sworn and 5 fulltime civilians) assigned to provide contract law

enforcement services to the City of Santa Fe Springs. The Police Department also has many part-time employees, Cadets, Reserve Officers, an Explorer Post, and many active volunteers. The Department is organizationally structured and comprised of four (4) Divisions: Patrol, Investigations, Support Services, and Administration. The current WPD police headquarters was opened in November 2010 and was built to accommodate necessary growth and expansion. The WPD could increase its resources and still be contained in the present facility, if necessary.

Schools

The City is served by the following school districts: Whittier Union High School District, Whittier City School District, Fullerton Joint Union High School District, Whittier Elementary School District, the East Whittier Elementary School District, the Los Nietos School District and the Lowell Joint School District. The closest schools to the project include: Longfellow Elementary School at 6005 Magnolia, Whittier approximately 0.5 miles to the northwest; Dexter Middle School located at 11532 Floral Drive, Whittier approximately 0.6 miles to the northwest; and Whittier High School located at 12417 Philadelphia Street, Whittier approximately 0.7 miles south of the project site.

Pursuant to the Leroy F. Green School Facilities Act (AB 2926), future project proponents will be required to pay developer fees prior to the issuance of building permits, at the then current rate. This fee will help support provision of school services for the community as a whole.

Parks

See Section 4.15, Recreation for discussion on parks.

Discussion

a) **Less Than Significant Impact.** The Los Angeles County Fire Department (LACoFD) provides fire protection and emergency medical response services in the City of Whittier. LACoFD also provides prevention services (e.g., inspections, permits, and drills) within its jurisdiction. LACoFD has mutual aid agreements with other jurisdictions and practices unified command in response to potential emergencies. The project site is served by Fire Station 17, which is located approximately 0.7-mile to the south of the project site. Fire Station 17, located at 12006 Hadley Street, is staffed an engine company. Based on the distance to the project site, Engine 17 is estimated to have an emergency response time of less than five minutes. The project would consist of modification to an existing telecommunication facility, and as such would not result in an increase in calls for fire protection and emergency medical services.

During construction of the proposed project, the City of Whittier would comply with required fire safety setbacks and clearances, and the City is actively coordinating with the LACFD to ensure such compliance. The City would also comply with all fire safety requirements for construction vehicles and equipment, including but not limited to ensuring that all applicable engines are equipped with spark protectors, and that engine idling time is limited during construction. Therefore, potential fire safety hazards associated with construction activities would be minimized, and the existing fire protection resources would be sufficient to meet fire protection needs at the project site. Following construction of the proposed project, operation and maintenance activities at the project site would be consistent with existing conditions, and would not introduce a new or increased need for fire protection. Impacts related to expansion of fire protection services will be less than significant.

b) **Less Than Significant Impact.** The proposed telecommunication improvement project will not result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. No new or expanded police facilities would need to be constructed as a result of this project. Impacts related to expansion of police protection services will be less than significant.

c) **No Impact.** The telecommunication improvements will not result in an increase in population. Based on the use and size of the project, schools fees will not be applicable. No impacts will occur.

d) **No Impact.** Demand for park and recreational facilities are generally the direct result of residential development. The telecommunication improvements do not involve residential development. No substantial demand for park and recreation facilities will result. No impacts will occur.

e) **No Impact.** No other impacts have been identified that would require the provision of new or physically-altered governmental facilities. No impacts will occur.

Mitigation Measures

No mitigation measures are necessary because impacts to Public Services will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.16 – Recreation

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

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021.

Environmental Setting

Recreational opportunities are identified in the Environmental Resources Management Element of the General Plan where the parks and recreational facilities within the City are detailed.

Discussion

a) **Less Than Significant Impact.** During construction of the proposed project, there would be temporary and short-term dust and noise associated with ground-disturbing activities and the use of construction vehicles and equipment, which would likely be perceptible from the park area. However, such effects would be limited to the construction period, and would not persist during project operation and maintenance. Operational use of the proposed project would return to existing conditions such that no impacts from dust or noise would occur. Therefore, while construction activities may result in some degradation of the experience of park space due to dust and noise, such effects would be temporary and localized to the project site, and would not result in physical deterioration of the open space area or the opportunities provided therein.

b) **No Impact.** The project does not include recreational facilities. The project is located at the Founders Memorial Park, and during the temporary construction period, encroachment onto the active park lands would be avoided to the maximum extent feasible. Following completion of the construction period, operation and maintenance activities would be consistent with existing operation and maintenance activities on the project site; the project would not result in long-term disruptions to the existing recreational resources or opportunities such that new or replacement facilities or opportunities would be necessary. No impact would occur.

Mitigation Measures

No mitigation measures are necessary because Recreation impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.17 – Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable program plan, ordinance or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			☑	

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				☑
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			☑	
d) Result in inadequate emergency access?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021; Quantifying Greenhouse Gas Mitigation Measures Report, California Air Pollution Control Officers Association (CAPCOA), August 2010; California Emissions Estimator Model®, Version 2020.4.0, California Air Pollution Control Officers Association, May 2021; LA County Open Data (SCAG 2016 Regional Travel Demand Model); Technical Advisory on Evaluating Transportation Impacts in CEQA, State of California, Governor's Office of Planning and Research, December, 2018; and South Coast Air Quality Management District (SCAQMD) Draft Guidance Document - Interim CEQA Greenhouse Gas (GHG) Significance Threshold, October 2008.

Environmental Setting

The City of Whittier is located in the eastern portion of Los Angeles County, 20 miles east of downtown Los Angeles. The City is on the southwestern slopes of the Puente Hills just east if the San Gabriel River and the San Gabriel River Freeway (State Route 605). The land features a sloping terrain on the north and east where the Puente Hills are located and becomes flat on the southern and western sections. The project takes access from Citrus Avenue.

Discussion

a) **Less than Significant Impact.** The project involves new construction of telecommunication improvements at an existing leased area with Founders Memorial Park. It is not intended to conflict with a program plan, ordinance or policy addressing the circulation system. Construction traffic associated with the proposed project would travel to and from the project site on public roadways, and would generate temporary vehicle and truck trips to support demolition and construction activities. Construction workers would travel to and from the site in passenger vehicles, which would be parked on the project site during working hours. Heavy-duty equipment needed during construction activities would be transported to the site as needed, and staged at the project site when needed for multiple days of use, thereby reducing daily truck trips associated with transporting such equipment. Construction-related traffic would be short-term and would cease upon completion of construction activities. Upon completion of construction, operation and maintenance of the proposed project would be a continuation of operation and maintenance activities conducted for the existing telecommunication use, and would not introduce new or increased traffic on the local roadways. Traffic associated with proposed project activities would comply with traffic laws and regulations, and is not anticipated to conflict with a program, plan, ordinance, or policy addressing the circulation system. Due to temporary traffic increases associated with the project's temporary construction activities, potential impacts would be less than significant.

b) **No Impact.** CEQA Guidelines Section 15064.3(b) identifies criteria for evaluating transportation impacts. Specifically, the guidelines state vehicle miles traveled (VMT) exceeding

an applicable threshold of significance may indicate a significant impact. A VMT calculation is typically conducted on a daily or annual basis to determine operational usage of a project; however, according to Section 15064.3(b)(3) of the State CEQA Guidelines, a lead agency's analysis of traffic impacts may also be qualitative. Construction of the proposed project would result in a short-term increase in local traffic as a result of construction-related worker traffic (personal vehicles traveling to and from the project site during construction), material and equipment deliveries (on-site staging area would minimize the number of trips associated with deliveries), and construction activities. Vehicle miles generated from the proposed project's construction activities would be temporary and short-term, limited to the active construction period; once the telecommunication improvements are completed, VMT associated with operation and maintenance of the project would be the same as existing conditions. The proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and no impacts associated with VMT would occur.

c) **Less Than Significant Impact.** A significant impact would occur if the proposed project substantially increased an existing hazardous geometric design feature or introduced incompatible uses to the existing traffic pattern. The proposed project would not alter any existing road alignments, and would not introduce incompatible uses to local roadways. The project shall ensure adequate sight distance is provided at the project access location intersecting Citrus Avenue per the California Department of Transportation (Caltrans) standards. In order to ensure adequate sight distance is maintained, the following recommendations are provided:

- A limited use area shall be maintained where a clear line of sight can be established.
- The limited use area shall be used for the purpose of prohibiting or clearing obstructions to maintain adequate sight distance at intersections.
- Limited use area to be kept clear of all obstructions over 30 inches high, including vegetation.
- No trees, walls, or any obstructions shall be allowed in the limited use area.
- The toe of the slope shall not encroach into the limited use area.

By complying with the sight distance recommendations, the project would not substantially increase hazards due to sight distance. The design of the development under the provisions of the Municipal Code would comply with all applicable City regulations. The project would not create or encourage any hazardous transportation-related design features or incompatible uses. No further environmental analysis is required. Potential impacts would be less than significant.

d) **Less Than Significant Impact.** A significant impact would occur if the design of the proposed project would not satisfy emergency access requirements of the Los Angeles County Fire Department or in any other way threaten the ability of emergency vehicles to access and serve the project area or adjacent uses.

No changes to the existing street system would occur as a result of the proposed project. However, as discussed above, during the project's temporary construction period, increased traffic would occur as a result of construction workers traveling to and from the project site, as well as trucks transporting equipment and machinery to and from the site. All traffic associated with project activities would comply with existing laws and regulations regarding traffic safety and emergency access. Construction and staging of the proposed project would occur within City-owned property. If necessary to provide access and maintain safety, temporary lane closures may occur on Citrus Avenue for short periods during construction, and would be controlled by traffic flaggers to ensure that such activities would not impede emergency response access. Proposed project activities would not result in inadequate emergency access post-construction, nor would project operation introduce new activities or substantial operational traffic with the

potential to result in inadequate emergency access. Potential impacts would be less than significant.

Mitigation Measures

No mitigation measures are necessary because Transportation impacts will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.18 – Tribal Cultural Resources

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

Sources

Information used to prepare this section is from the following sources: Notice of Project Applications to Native American Tribes dated June 3, 2021, and *City of Whittier General Plan Update*, 2021.

Environmental Setting

Senate Bill 18

Senate Bill 18 California Government Code §65352.3 (adopted pursuant to the requirements of SB 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan, or to designate open space that includes Native American Cultural Places. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction, and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the California Office of Planning and Research's Tribal Consultation Guidelines (2005), "the intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places."

Assembly Bill 52

Assembly Bill 52 (AB 52) requires meaningful consultation with California Native American Tribes on potential impacts on TCRs, as defined in Public Resources Code § 21074. TCRs are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (CNRA, 2007).

As part of the AB 52 process, Native American tribes must submit a written request to the lead agency to be notified of projects within their traditionally and culturally affiliated area. The lead agency must provide written, formal notification to those tribes within 14 days of deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receiving this notification if they want to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the tribe's request. Consultation concludes when either (1) the parties agree to mitigation measures to avoid a significant effect on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes mutual agreement cannot be reached.

Discussion

a) **Less Than Significant Impact.** Project implementation would not result in any specific construction activities involving extensive excavation, and therefore would not be anticipated to significantly affect or destroy any Native American tribal cultural resources. No tribal cultural resources are 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 § 5020.1(k). Therefore, there will be no impacts as a result of the project. While the probability of encountering a significant tribal cultural resource or human remains is low, any occurrence or discovery is subject to existing protections under California law. No further environmental analysis is required.

b) **Less Than Significant Impact with Mitigation Incorporated.** The City of Whittier (the lead agency) initiated AB 52 outreach to local tribes for the T-Mobile Telecommunications Project. The City prepared letters to the two tribes on their list for AB 52 contact, informing them of the project. The letters were sent on June 3, 2021. The letters were sent via certified mail to: Andrew Salas, Chairman, Gabrieleño Band of Mission Indians – Kizh Nation (Gabrieleño – Kizh Nation); and Joseph Ontiveros, Cultural Resource Director, Soboba Band of Luiseño Indians. The letters conveyed that the recipient had 30 days from the receipt of the letter to request AB 52 consultation regarding the project.

Chairman Salas requested a consultation on the project on June 11, 2021. An AB 52 consultation meeting was held between the Gabrieleño – Kizh Nation and Luis G. Escobedo, Planning Services Manager with the City of Whittier on August 25, 2021. The City agreed to mitigation measure language for tribal cultural resources provided by the Gabrieleño – Kizh Nation. This mitigation language has been adapted as TCR-1 through TCR-3 below. Consultation was concluded with the incorporation of the measures as conditions upon development. To date, there have been no responses from the remaining tribe. The response period having been passed, the City has determined that the AB 52 consultation process has concluded.

As previously discussed**,** the project would be built on disturbed land, within a developed suburban setting. The project proposes trenching activities for the implementation of infrastructure that includes telecommunication utility lines. Grading activities associated with development of the project would involve new subsurface disturbance and could result in the unanticipated discovery of unknown human remains, including those interred within formal cemeteries. In the unlikely event of an unexpected discovery, implementation of mitigation measures TCR-2 and TCR-3 dealing with associated funerary objects, and dealing with human remains would ensure that impacts related to the accidental discovery of human remains would be less than significant.

Mitigation Measures

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

a. The project applicant/lead agency shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation (the "Kizh" or the "Tribe") - the direct lineal descendants of the project location. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project, at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
b. A copy of the executed monitoring agreement shall be provided to the lead agency prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.
c. The project applicant/developer shall provide the Tribe with a minimum of 30 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.
d. The project applicant/developer shall hold at least one (1) pre-construction sensitivity/educational meeting *prior to the commencement of any ground-disturbing activities*, where at a senior member of the Tribe will inform and educate the project's construction and managerial crew and staff members (including any project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures.
e. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground- disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc.,

(collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request.

f. Native American monitoring for the project shall conclude upon the latter of the following: (1) written confirmation from a designated project point of contact to the Tribe that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site project location are complete; or (2) written notice by the Tribe to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the project site and at any off-site project location possesses the potential to impact TCRs.

TCR-2: Discovery of TCRs, Human Remains, and/or Grave Goods

a. Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Tribe shall be immediately informed of the discovery, and a Kizh monitor and/or Kizh archaeologist will promptly report to the location of the discovery to evaluate the TCR and advise the project manager regarding the matter, protocol, and any mitigating requirements. No project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area.
b. The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its sole discretion, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes.
c. If Native American human remains and/or grave goods are discovered or recognized on the project site or at any off-site project location, then all construction activities shall immediately cease. Native American "human remains" are defined to include "an inhumation or cremation, and in any state of decomposition or skeletal completeness." (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as "associated grave goods," shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d)(1) and (2).)
d. Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. § 15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
e. Thereafter, construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).)
f. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods.
g. Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler

Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

TCR-3: Procedures for Burials, Funerary Remains, and Grave Goods:

a. Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.
b. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented for all discovered Native American human remains and/or grave goods. Tribal Traditions include, but are not limited to, the preparation of the soil for burial, the burial of funerary objects and/or the deceased, and the ceremonial burning of human remains.
c. If the discovery of human remains includes four (4) or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
d. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated "grave goods" (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials.
e. In the case where discovered human remains cannot be fully recovered (and documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
f. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity.
g. Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.
h. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Level of Significance After Mitigation

Tribal Cultural Resource impacts will be less than significant with standard conditions and mitigation satisfied.

4.19 – Utilities and Service Systems

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

Sources

Information used to prepare this section is from the following sources: CalRecycle Website; and Whittier General Plan Update, 2021.

Environmental Setting

The City of Whittier is located in the eastern portion of Los Angeles County, 20 miles east of downtown Los Angeles. The City is on the southwestern slopes of the Puente Hills just east if the San Gabriel River and the San Gabriel River Freeway (State Route 605). The land features a

sloping terrain on the north and east where the Puente Hills are located and becomes flat on the southern and western sections.

Discussion

a) thru e) **No Impact.** The proposed project is a telecommunication improvement project, as it would upgrade existing telecommunication equipment with improved connections to continue providing telecommunication services for Whittier. The proposed project would not require offsite improvements including sewer, domestic water, fire water, irrigation, and dry utilities connections to existing utility infrastructure in Citrus Avenue. No impact would occur.

Mitigation Measures

No mitigation measures are necessary because impacts to Utilities will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.20 – Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			☑	
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from wildfire or the uncontrolled spread of wildfire?			☑	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may result temporary or ongoing impacts to the environment?			☑	

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			☑	

Sources

Information used to prepare this section is from the following sources: *City of Whittier General Plan Update*, 2021 and California Department of Forestry and Fire Protection, Incorporated Fire Hazard Severity Zone: City of Whittier, Very High Fire Hazard Severity Zones in LRA (Local Responsibility Area).

Environmental Setting

The Citrus Avenue project site is located within an urbanized area of the City of Whittier and is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE).

Discussion

a) thru d) **Less Than Significant Impact.** The project site is located within an urbanized area of the City of Whittier and is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE). There are no wildland conditions in the urbanized area that the project area is located. The project would not be expected to impair emergency plans, exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. The project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may result temporary or ongoing impacts to the environment. The 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. The project area is relatively flat and characterized with slopes that are not high (less than 10 percent) or steep. Therefore this impact would be less than significant and no mitigation is required.

Mitigation Measures

No mitigation measures are necessary because impacts to Wildfires will be less than significant.

Level of Significance After Mitigation

Not Applicable.

4.21 – Mandatory Findings of Significance

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

Sources

Information used to prepare this section is from Sections 4.1 through 4.20 above.

Discussion

a) **Less Than Significant Impact with Mitigation Incorporated.** The project is located within an urbanized area, which provides low habitat value for special-status plant and wildlife species. Additionally, as detailed in City of Whittier General Plan EIR, the City is almost completely urbanized and landscaped with mostly non-native species. The proposed project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 4.1, and would not result in excessive light or glare. The environmental analysis provided in Section 4.3 concludes that impacts related to emissions of criteria pollutants and other air quality impacts will be less than significant. The project would not significantly impact any sensitive plants, plant communities, fish, wildlife or habitat for any sensitive species, as discussed in Section 4.4. As detailed in Section 4.5, Cultural Resources, concludes a less than significant impact on archeological resources with the incorporation of Mitigation Measures CR-1 through CR-8. Sections 4.8 and 4.10 conclude that impacts related to climate change and hydrology and water quality will be less than significant. As detailed in Section 4.18, Tribal Cultural Resources, concludes a less than significant impact on tribal cultural resources with the incorporation of Mitigation Measures TCR-1 through TCR-3. Based on the preceding analysis of potential impacts in the responses to items 4.1 thru 4.20, no evidence is

presented that this project would degrade the quality of the environment with the mitigation measures incorporated.

b) **Less Than Significant.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes involved in the project. The proposed development will generally result in less than significant environmental impacts, as discussed herein. There are no short-term impacts related to pollutant emissions and therefore, will not exceed maximum thresholds.

The proposed project would not significantly cumulatively affect the environment. As indicated in Section 4.17 herein, the proposed project would not result in any significant traffic impacts to transportation. Long-term cumulative effects will have no significant impact on air quality. The project development would not contribute to any cumulative growth effects beyond what is anticipated for the City's future in the General Plan.

c) **Less Than Significant Impact.** Paleontological resources would be less than significant. Additionally as described in Section 4.8, Hazards and Hazardous Materials, potential impacts would be less than significant. Regarding Noise, as detailed in Section 4.13, the proposed project would result in less than significant impacts to sensitive receivers from noise and vibration with standard conditions. Noise levels associated with operation of the project are expected to be comparable to those of nearby residential areas. Therefore, noise from onsite sources would be less than significant. The project would have a less than significant impact on demand for police and fire services. During the construction phase, the project could temporarily impact street traffic adjacent to the project site during the construction phase. Project construction could reduce the number of lanes or temporarily close a portion of adjacent road. Traffic impacts are anticipated during the construction phase of the project and would only impact the adjacent streets/intersections. As detailed in Section 4.16, Transportation, the project would have less than significant traffic impacts both during project construction and operation, and no mitigation is warranted.

Based on the analysis of the proposed project's impacts in the responses to items 4.1 thru 4.20, after the implementation of mitigation measures, potential adverse environmental effects were found to be less than significant on human beings, either directly or indirectly. Therefore, less than significant impacts would occur. For this reason, the City has concluded that this project can be implemented without causing significant adverse environmental effects and determined that the Mitigated Negative Declaration is the appropriate type of CEQA documentation.

5 References

5.1 – List of Preparers

City of Whittier (Lead Agency)

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5.2 – Persons and Organizations Consulted

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6 Mitigation Measures

Cultural Resources

CR-1: Prior to the start of construction, a qualified Lead Archaeologist who meets the standards of the Secretary of the Interior for Archaeology shall be retained. Under supervision of the Lead Archaeologist, a qualified archaeological resource construction monitor, who meets the standards of the Secretary of the Interior for Archaeology, shall monitor all project-related, ground-disturbing construction activities (i.e., grading, excavation, etc.).

CR-2: If requested by the City of Whittier, a Cultural Resources Mitigation Monitoring Program (CRMMP) will be developed by the Lead Archaeologist prior to the start of ground disturbing activities.

CR-3: Prior to the commencement of grading or excavation activities, the Lead Archeologist retained for the Project, shall create a separate Worker's Environmental Awareness Program (WEAP) pamphlet that will be provided as training construction personnel to understand regulatory requirements for the protection of cultural resources. The Lead Archaeologist will teach provide the WEAP training. This training shall include examples of cultural resources and discuss the protocols to follow if discoveries are made.

CR-4: In the event that an archaeological resource is encountered during construction when a monitor is not on site, all construction shall cease within at least 50 feet of the discovery and the Principal Investigator and/or Lead Archaeologist must be notified immediately. If the monitor is present at the time of discovery, then the monitor will have the authority to temporarily divert the construction equipment around the find and notify the Principal Investigator and/or Lead Archaeologist until it is assessed for scientific significance. Work cannot resume in the direct area of the discovery until it is assessed by Principal Investigator and/or Lead Archaeologist and he/she indicates that construction can resume.

CR-5: If an archaeological discovery cannot be preserved in situ and requires an excavation team or requires additional time to collect cultural resources or the size of the discovery is more than a monitor can collect during standard daily monitoring services, a Discovery and Treatment Plan (DTP) will be developed and the area will be cordoned off and secured so that an archaeological resource excavation team, led by the Principal Investigator and/or Lead Archaeologist, may recover the cultural resources out of that contained area once the DTP has been approved by the City of Whittier. Once the Principal Investigator and/or Lead Archaeologist has determined that the collection process is complete for a given area or locality, construction activity will resume in that localized area.

CR-6: If human remains are encountered construction and/or excavation must cease within the general vicinity, and the remains must be inspected by the Los Angeles County coroner. If the coroner determines that they are Native American in origin, then the coroner must contact the NAHC. The NAHC will then determine and notify a Most Likely Descendant (MLD). The MLD must complete inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

CR-7: Once construction activities are complete, all significant cultural resources collected will be prepared in a properly equipped archaeological laboratory to a point ready for curation. The laboratory process will include, but not be limited to, artifact cleaning, analysis, identification, photographing, catalogued, and then delivered to a local accredited museum repository for permanent curation and storage. Accompanying notes, maps, and photographs shall also be filed at the repository. The cost of curation is assessed by the repository and is the responsibility of the Project proponent.

CR-8: At the conclusion of laboratory analysis and preparation for museum curation, a final report of findings will be prepared describing the results of the cultural mitigation monitoring efforts associated with the project. The report will include a summary of the field and laboratory methods, an overview of the cultural background within the project vicinity, a list of cultural resources recovered (if any), an analysis of cultural resources recovered (if any) and their scientific significance, and recommendations. A copy of the report will be submitted to the City of Whittier, the appropriate California Historic Resources Information Center, and the designated museum repository.

Tribal Cultural Resources

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

a. The project applicant/lead agency shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation (the "Kizh" or the "Tribe") - the direct lineal descendants of the project location. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project, at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

b. A copy of the executed monitoring agreement shall be provided to the lead agency prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity.

c. The project applicant/developer shall provide the Tribe with a minimum of 30 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project.

d. The project applicant/developer shall hold at least one (1) pre-construction sensitivity/educational meeting *prior to the commencement of any ground-disturbing activities*, where at a senior member of the Tribe will inform and educate the project's construction and managerial crew and staff members (including any project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures.

e. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground- disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any

discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request.

f. Native American monitoring for the project shall conclude upon the latter of the following: (1) written confirmation from a designated project point of contact to the Tribe that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site project location are complete; or (2) written notice by the Tribe to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the project site and at any off-site project location possesses the potential to impact TCRs.

TCR-2: Discovery of TCRs, Human Remains, and/or Grave Goods

a. Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Tribe shall be immediately informed of the discovery, and a Kizh monitor and/or Kizh archaeologist will promptly report to the location of the discovery to evaluate the TCR and advise the project manager regarding the matter, protocol, and any mitigating requirements. No project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area.

b. The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its sole discretion, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes.

c. If Native American human remains and/or grave goods are discovered or recognized on the project site or at any off-site project location, then all construction activities shall immediately cease. Native American "human remains" are defined to include "an inhumation or cremation, and in any state of decomposition or skeletal completeness." (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as "associated grave goods," shall be treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d)(1) and (2).)

d. Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. § 15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.

e. Thereafter, construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).)

f. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods.

g. Any historic archaeological material that is not Native American in origin (non-TCRs)

shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.

TCR-3: Procedures for Burials, Funerary Remains, and Grave Goods:

a. Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance.
b. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented for all discovered Native American human remains and/or grave goods. Tribal Traditions include, but are not limited to, the preparation of the soil for burial, the burial of funerary objects and/or the deceased, and the ceremonial burning of human remains.
c. If the discovery of human remains includes four (4) or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
d. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated "grave goods" (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials.
e. In the case where discovered human remains cannot be fully recovered (and documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
f. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity.
g. Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery.
h. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Appendix A Development Review Permit No. DRP20-0041- Site Plan

T-Mobile

SITE NUMBER: LA03860B
SITE NAME: FOUNDERS PARK
SITE TYPE: RAWLAND MONOPALM

CITY: WHITTIER
COUNTY: LOS ANGELES
JURISDICTION: CITY OF WHITTIER

PROJECT SUMMARY:

SITE ADDRESS:
6031 CITRUS AVE.
WHITTIER, CA 90602

GEODETIC COORDINATES:
LATITUDE: 33.98719°
LONGITUDE: -118.04722°

PROPERTY OWNER:
CITY OF WHITTIER
13230 PENN ST
WHITTIER, CA 90602
CONTACT: ISAAC BRAVO
PHONE: (562) 567-9518

APPLICANT:
T-MOBILE WEST CORPORATION
2008 MCGAW AVE.,
IRVINE, CA 92614

PROJECT DESCRIPTION:
THIS PROJECT INCLUDES THE MODIFICATIONS TO AN (E) T-MOBILE WIRELESS FACILITY, INCLUDING:

- INSTALL NEW FIBER TELEPHONE SERVICE TO THE EXISTING CELL SITE INCLUDING ALL ASSOCIATED CONDUIT, EQUIPMENT, ETC. AS SHOWN ON THESE CONSTRUCTION DOCUMENT.

PROPERTY INFORMATION:

OCCUPANCY TYPE:	B-TELECOMMUNICATIONS FACILITY
TYPE OF CONSTRUCTION:	V-B
ZONING:	C
ASSESSORS PARCEL NUMBER:	8134-019-900

SHEET INDEX:

SHEET NUMBER:	DESCRIPTION:
T-1	TITLE SHEET
T-2	ABBREVIATIONS, SYMBOLS, GENERAL NOTES & SPECIFICATIONS
C-1	SITE PLAN
C-2	ENLARGED SITE PLAN AND EQUIPMENT PLAN
C-3	FIBER DETAILS
C-4	VANTAGE FIBER DESIGN
C-5	VANTAGE FIBER DESIGN
C-6	VANTAGE FIBER DESIGN

VICINITY MAP:

TRUE NORTH

CONSULTING TEAM:

SAC/ZONING/PERMITTING:
SMARTLINK, LLC
3300 IRVINE AVE, STE 300
NEWPORT BEACH, CA 92660
CONTACT: COURTNEY ESKEW
PHONE: (832) 683-2978
EMAIL: courtney.eskew@smartlinkllc.com

DESIGN ENGINEERING:
CONNELL DESIGN GROUP INC
22431 ANTONIO PKWY
SUITE B160-131
RANCHO SANTA MARGARITA CA 92688
CONTACT: DAN CONNELL
PHONE: (949) 306-4644
EMAIL: dconnell@connelldesigngroup.com

APPROVALS:

THE FOLLOWING PARTIES HEREBY APPROVE AND ACCEPT THESE DOCUMENTS AND AUTHORIZE THE CONTRACTOR TO PROCEED WITH THE CONSTRUCTION DESCRIBED HEREIN. ALL CONSTRUCTION DOCUMENTS ARE SUBJECT TO REVIEW BY THE LOCAL BUILDING DEPARTMENT AND ANY CHANGES AND MODIFICATIONS THEY MAY IMPOSE.

	PRINT NAME	SIGNATURE	DATE
LANDLORD			
DEVELOP. MGR			
CONST. MGR			
ZONING MGR			
RF ENGINEER			
OPERATIONS			
SAC REP.			
UTILITIES			

DRIVING DIRECTIONS:

DIRECTIONS FROM 2008 MCGAW AVE., IRVINE, CA 92614 – T-MOBILE OFFICE:

1. GET ON CA-55 N/STATE RTE 55 N FROM MCGAW AVE AND MACARTHUR BLVD
2. TAKE I-5 N TO PIONEER BLVD IN WHITTIER. TAKE EXIT 16 FROM I-605 N
3. FOLLOW BEVERLY BLVD TO CITRUS AVE
4. ARRIVE AT 6031 CITRUS AVE. WHITTIER, CA 90601

APPLICABLE CODES

BUILDING CODE REFERENCE:

- 2019 CALIFORNIA BUILDING CODE
- 2019 CALIFORNIA TITLE 24
- 2019 CALIFORNIA FIRE CODE
- 2019 CALIFORNIA ENERGY CODE
- 2019 CALIFORNIA MECHANICAL CODE
- TIA/EIA-222-H OR LATEST EDITION

T-Mobile

PLANS PREPARED BY:
CDG
22431 ANTONIO PKWY
SUITE B160-131
RANCHO SANTA MARGARITA CA 92688
dconnell@connelldesigngroup.com
949-306-4644

CONSULTING GROUP:
smartlink
3300 IRVINE AVE, STE 300
NEWPORT BEACH, CA 92660

NO.	DATE:	DESCRIPTION:	BY:
0	05/11/20	90% CD'S	DC
1	05/12/20	100% CD'S	DC
2	08/11/20	PLAN CHECK	DC
3	10/14/20	100% CD'S	DC
4	11/24/20	100% CD'S	DC

SITE INFORMATION:
FOUNDERS PARK
LA03860B
6031 CITRUS AVE.
WHITTIER, CA 90602

SEAL:
REGISTERED PROFESSIONAL ENGINEER
DANIEL MICHAEL CONNELL
NO. 62543
EXP. 12/31/21
CIVIL
STATE OF CALIFORNIA
Date Signed 11/24/2020

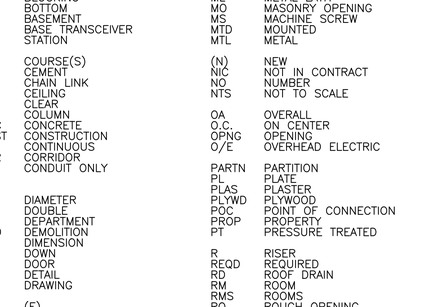
SHEET TITLE:
TITLE SHEET

SHEET NUMBER:
T-1

ABBREVIATIONS

AB	ANCHOR BOLT
AC	ASPHALTIC CONCRETE
A/C	AIR CONDITIONING
ADJ	ADJUSTABLE
A.F.F.	ABOVE FINISH FLOOR
ARCH	ARCHITECTURAL
APPROX	APPROXIMATELY
A.G.L.	ABOVE GRADE LEVEL
A.M.S.L.	ABOVE MEAN SEA LEVEL
BD	BOARD
BLDG	BUILDING
BLKG	BLOCKING
BOT	BOTTOM
BSMT	BASEMENT
BTS	BASE TRANSCEIVER STATION
C	COURSE(S)
CEM	CEMENT
CL	CHAIN LINK
CLG	CEILING
CLR	CLEAR
COL	COLUMN
CONC	CONCRETE
CONST	CONSTRUCTION
CONT	CONTINUOUS
CORR	CORRIDOR
CO	CONDUIT ONLY
DIA	DIAMETER
DBL	DOUBLE
DEPT	DEPARTMENT
DEMO	DEMOLITION
DIM	DIMENSION
DN	DOWN
DR	DOOR
DTL	DETAIL
DWG	DRAWING
(E)	(E)
EA	EACH
ELEC	ELECTRIC
ELEV	ELEVATION
EQUIP	EQUIPMENT
EXP	EXPANSION
EXT	EXTERIOR
FA	FIRE ALARM
FB	FLAT BAR
FF	FINISH FLOOR
FH	FLAT HEAD
FIN	FINISH(ED)
FLR	FLOOR
FOS	FACE OF STUDS
FS	FINISH SURFACE
FT	FOOT, FEET
FTG	FOOTING
FW	FINISH WALL
F.G.	FINISH GRADE
FUT	FUTURE
GA	GAUGE
GALV	GALVANIZED
GL	GLASS
GR	GRADE
GYP	GYPSUM
GFCI	GROUND FAULT CIRCUIT INTERRUPT
GND	GROUND
HC	HOLLOW CORE
HDW	HARDWARE
HTR	HEATER
HM	HOLLOW METAL
HORIZ	HORIZONTAL
HR	HOUR
HT	HEIGHT
HV	HIGH VOLTAGE
ID	INSIDE DIMENSION
INS	INSULATION
INT	INTERIOR
JT	JOINT
LAM	LAMINATED
LBS	POUNDS
LT	LIGHT
LA	LIGHTNING ARRESTOR
LNA	LOW NOISE AMPLIFIER
MFR	MANUFACTURER
MAT	MATERIAL
MAX	MAXIMUM
MECH	MECHANICAL
MIN	MINIMUM
MISC	MISCELLANEOUS
ML	METAL LATH
MO	MASONRY OPENING
MS	MACHINE SCREW
MTD	MOUNTED
MTL	METAL
(N)	NEW
NIC	NOT IN CONTRACT
NO	NUMBER
NTS	NOT TO SCALE
OA	OVERALL
O.C.	ON CENTER
OPNG	OPENING
O/E	OVERHEAD ELECTRIC
PARTN	PARTITION
PL	PLATE
PLAS	PLASTER
PLYWD	PLYWOOD
POC	POINT OF CONNECTION
PROP	PROPERTY
PT	PRESSURE TREATED
R	RISER
REQD	REQUIRED
RD	ROOF DRAIN
RM	ROOM
RMS	ROOMS
RO	ROUGH OPENING
SC	SOLID CORE
SCHED	SCHEDULE
SECT	SECTION
SHT	SHEET
SIM	SIMILAR
SPECS	SPECIFICATIONS
SS	STAINLESS STEEL
STL	STEEL
STOR	STORAGE
STRUCT	STRUCTURAL
SUSP	SUSPENDED
SW	SWITCH
SWBO	SWITCHBOARD
THK	THICK
TI	TENANT IMPROVEMENT
TMA	TOWER MOUNTED AMPLIFIER
TOS	TOP OF SURFACE
TS	TUBE STEEL
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
VCT	VINYL COMPOSITION TILE
VERT	VERTICAL
V.I.F.	VERIFY IN FIELD
VG	VERTICAL GRAIN
W/	WITH
WD	WOOD
WR	WATER RESISTANT
WT	WEIGHT
XFMR	TRANSFORMER
@	AT
[	CHANNEL
℄	CENTERLINE
∠	ANGLE
ℙ	PROPERTY LINE

SYMBOLS:



1 KEY NOTE REFERENCE

X DOOR NUMBER

XX AREA AND/OR ROOM NUMBER

X / X MECHANICAL UNIT

PROPERTY LINE

FENCING

ELECTRICAL SERVICE

TELCO SERVICE

GENERAL

1. THESE NOTES SHALL BE CONSIDERED A PART OF THE WRITTEN SPECIFICATIONS.

2. THE CONTRACTOR SHALL NOTIFY ARCHITECT/ENGINEER OF ANY ERRORS, OMISSIONS, OR DISCREPANCIES AS THEY MAY BE DISCOVERED IN THE PLANS, SPECIFICATIONS, & NOTES PRIOR TO STARTING CONSTRUCTION. INCLUDING BUT NOT LIMITED BY DEMOLITION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY ERRORS, OMISSION, OR INCONSISTENCY AFTER THE START OF CONSTRUCTION WHICH HAS NOT BEEN BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER AND SHALL INCUR ANY EXPENSES TO RECTIFY THE SITUATION. THE METHOD OF CORRECTION SHALL BE APPROVED BY THE ARCHITECT/ENGINEER.

3. PRIOR TO STARTING CONSTRUCTION THE CONTRACTOR HAS THE RESPONSIBILITY TO LOCATE ALL (E) UTILITIES, WHETHER OR NOT SHOWN ON THE PLANS, AND TO PROTECT THEM FROM DAMAGE. THE CONTRACTOR OR SUBCONTRACTOR SHALL BEAR THE EXPENSE OF REPAIRING OR REPLACING ANY DAMAGE TO THE UTILITIES CAUSED DURING THE EXECUTION OF THE WORK.

4. A COPY OF THE APPROVED PLANS SHALL BE KEPT IN A PLACE SPECIFIED BY THE GOVERNING AGENCY, AND BY LAW SHALL BE AVAILABLE FOR INSPECTION AT ALL TIMES. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE ALL CONSTRUCTION SETS REFLECT THE SAME INFORMATION AS THE APPROVED PLANS. THE CONTRACTOR SHALL ALSO MAINTAIN ONE SET OF PLANS AT THE SITE FOR THE PURPOSE OF DOCUMENTING ALL AS-BUILT CHANGES, REVISIONS, ADDENDUM'S, OR CHANGE ORDERS. THE CONTRACTOR SHALL FORWARD THE AS-BUILT DRAWINGS TO THE ARCHITECT/ENGINEER AT THE CONCLUSION OF THE PROJECT.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE SECURITY OF THE SITE FROM START OF PROJECT TO COMPLETION OF PROJECT.

6. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE TEMPORARY POWER, WATER, AND TOILET FACILITIES.

7. ALL CONSTRUCTION THROUGH THE PROJECT SHALL CONFORM TO THE 2016 CBC AND ALL OTHER GOVERNING CODES.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL SAFETY PRECAUTIONS AND REGULATIONS DURING THE WORK. THE ENGINEER WILL NOT ADVISE ON NOR PROVIDE DIRECTION AS TO SAFETY PRECAUTIONS AND PROGRAMS.

9. THE CONTRACTOR SHALL SUPERVISE AND COORDINATE ALL WORK, USING HIS PROFESSIONAL KNOWLEDGE AND SKILLS. HE IS SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, PROCEDURES AND SEQUENCING AND COORDINATING ALL PORTIONS OF THE WORK.

10. THE CONTRACTOR SHALL BE RESPONSIBLE TO OBTAIN AND PAY FOR ALL PERMITS, LICENSES AND INSPECTIONS WITH RESPECT TO THE WORK TO COMPLETE THE PROJECT. BUILDING PERMIT APPLICATIONS SHALL BE FILED BY THE OWNER OR HIS REPRESENTATIVE. CONTRACTOR SHALL OBTAIN THE PERMIT AND MAKE FINAL PAYMENT OF SAID DOCUMENT.

11. ALL DIMENSIONS TAKE PRECEDENCE OVER SCALE UNLESS OTHERWISE NOTED.

12. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY BLOCKING, BACKING, FRAMING, HANGERS OR SUPPORTS FOR INSTALLATION OF ITEMS INDICATED ON THE DRAWINGS.

13. THE CONTRACTOR SHALL PROVIDE THE FIRE MARSHALL APPROVED MATERIALS TO FILL/SEAL PENETRATIONS THROUGH FIRE RATED ASSEMBLIES.

14. NEW CONSTRUCTION ADDED TO (E) CONSTRUCTION SHALL BE MATCHED IN FORM, TEXTURE, MATERIAL AND PAINT COLOR EXCEPT AS NOTED IN THE PLANS.

15. WHERE SPECIFIED, MATERIALS TESTING SHALL BE TO THE LATEST STANDARDS AVAILABLE AS REQUIRED BY THE LOCAL GOVERNING AGENCY RESPONSIBLE FOR RECORDING THE RESULTS.

16. ALL GENERAL NOTES AND STANDARD DETAILS ARE THE MINIMUM REQUIREMENTS TO BE USED IN CONDITIONS WHICH ARE NOT SPECIFICALLY SHOWN OTHERWISE.

17. ALL DEBRIS AND REFUGE IS TO BE REMOVED FROM THE PROJECT DAILY. PREMISES SHALL BE LEFT IN A CLEAN BROOM FINISHED CONDITION AT ALL TIMES.

18. ALL SYMBOLS AND ABBREVIATIONS ARE CONSIDERED CONSTRUCTION INDUSTRY STANDARDS. IF A CONTRACTOR HAS A QUESTION REGARDING THEIR EXACT MEANING THE ARCHITECT/ENGINEER SHALL BE NOTIFIED FOR CLARIFICATIONS.

19. THE ENGINEER SHALL NOT BE RESPONSIBLE FOR THE METHODS, TECHNIQUES AND SEQUENCES OF PROCEDURES TO PERFORM THE WORK. THE SUPERVISION OF THE WORK IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

20. CONTRACTORS SHALL VISIT THE SITE PRIOR TO BID TO ASCERTAIN CONDITIONS WHICH MAY ADVERSELY AFFECT THE WORK OR COST THEREOF.

21. THE CONTRACTOR SHALL FIELD VERIFY THE DIMENSION, ELEVATION, ETC. NECESSARY FOR THE PROPER CONSTRUCTION AND ALIGNMENT OF THE NEW PORTION OF THE WORK TO THE (E) WORK. THE CONTRACTOR SHALL MAKE ALL MEASUREMENTS NECESSARY FOR FABRICATION AND ERECTION OF STRUCTURAL MEMBERS. AND DISCREPANCY SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE ARCHITECT/ ENGINEER.

22. ALL (E) ACTIVE SEWER, WATER, GAS, ELECTRIC, AND OTHER UTILITIES WHERE ENCOUNTERED IN THE WORK, SHALL BE PROTECTED AT ALL TIMES, AND WHERE REQUIRED FOR THE PROPER EXECUTION OF THE WORK, SHALL BE RELOCATED AS DIRECTED BY ENGINEERS. EXTREME CAUTION SHOULD BE USED BY THE CONTRACTOR WHEN EXCAVATING OR PIER DRILLING AROUND OR NEAR UTILITIES.

23. ALL (E) INACTIVE SEWER, WATER, GAS, ELECTRIC AND OTHER UTILITIES, WHICH INTERFERE WITH THE EXECUTION OF THE WORK, SHALL BE REMOVED AND SHALL BE CAPPED, PLUGGED OR OTHERWISE DISCONTINUED AT POINTS WHICH WILL NOT INTERFERE WITH THE EXECUTION OF THE WORK, SUBJECT TO THE APPROVAL OF THE ENGINEER.

24. NO CHANGES ARE TO BE MADE TO THESE PLANS WITHOUT THE KNOWLEDGE AND WRITTEN CONSENT OF THE ARCHITECT/ ENGINEER. UNAUTHORIZED CHANGES RENDER THESE DRAWINGS VOID.

25. ANY REFERENCE TO THE WORDS APPROVED, OR APPROVAL IN THESE DOCUMENTS SHALL BE HERE DEFINED TO MEAN GENERAL ACCEPTANCE OR REVIEW AND SHALL NOT RELIEVE THE CONTRACTOR AND/OR HIS SUB-CONTRACTORS OF ANY LIABILITY IN FURNISHING THE REQUIRED MATERIALS OR LABOR SPECIFIED.

26. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL (E) UTILITIES WHETHER SHOWN HEREON OR NOT, AND TO PROTECT THEM FROM DAMAGE. THE CONTRACTOR SHALL BEAR ALL EXPENSE OF REPAIR OR REPLACEMENT IN CONJUNCTION WITH THE EXECUTION OF THIS WORK. 10. GENERAL CONTRACTOR SHALL NOTIFY THE ENGINEER AND ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES FOUND WITHIN THE CONTRACT DOCUMENTS, PRIOR TO STARTING WORK.

SITE PREPARATION NOTES:

1. THE PREPARATION OF THE SITE FOR CONSTRUCTION SHALL INCLUDE THE REMOVAL OF ALL BROKEN CONCRETE, TREE TRUNKS AND ANY OTHER DEBRIS THAT WOULD BE DAMAGING TO THE FOOTINGS OF THE NEW STRUCTURE.

2. BACK FILLING AT TRENCHES SHALL BE OF CLEAN, STERILE SOIL HAVING A SAND EQUIVALENT OF 30 OR GREATER. BACK FILLING SHALL BE DONE IN 8 INCH LAYERS, MOISTURE CONDITIONED AND PROPERLY COMPACTED. ADEQUATE DRAINAGE SHALL BE PROVIDED SUCH THAT NO PONDING OCCURS.

3. ALL FOUNDATION FOOTINGS SHALL EXTEND INTO AND BEAR AGAINST NATURAL UNDISTURBED SOIL OR APPROVED COMPACTED FILL. FOOTINGS SHALL EXTEND INTO SOIL DEPTH AS INDICATED IN PLANS.

4. SHOULD ANY LOOSE FILL, EXPANSIVE SOIL, GROUND WATER OR ANY OTHER UNEXPECTED CONDITIONS BE ENCOUNTERED DURING THE EXCAVATION FOR THE NEW FOUNDATION, THE ARCHITECT/ENGINEER SHALL BE NOTIFIED AND ALL FOUNDATION WORK SHALL CEASE IMMEDIATELY.

5. WITHIN AN AREA A MINIMUM OF 5 FEET BEYOND THE BUILDING LIMITS, EXCAVATE A MINIMUM OF 4" OF (E) SOIL. REMOVE ALL ORGANICS, PAVEMENT, ROOTS, DEBRIS AND OTHERWISE UNSUITABLE MATERIAL.

6. THE SURFACE OF THE EXPOSED SUBGRADE SHALL BE INSPECTED BY PROBING OR TESTING TO CHECK FOR POCKETS OF SOFT OR UNSUITABLE MATERIAL. EXCAVATE UNSUITABLE SOIL AS DIRECTED BY THE GEOTECHNICAL ENGINEER/TESTING AGENCY.

7. PROOFROLL THE SURFACE OF THE EXPOSED SUBGRADE WITH A LOADED TANDEM AXLE DUMP TRUCK. REMOVE ALL SOILS WHICH PUMP OR DO NOT COMPACT PROPERLY AS DIRECTED BY THE GEOTECHNICAL ENGINEER/TESTING AGENCY.

8. FILL ALL EXCAVATED AREAS WITH APPROVED CONTROLLED FILL. PLACE IN 8" LOOSE LIFTS AND THE MAXIMUM DRY DENSITY IN ACCORDANCE WITH ASTM D-698. COMPACT TO A MINIMUM OF 90% RELATIVE COMPACTION

9. THE STRUCTURAL DRAWINGS HERE IN REPRESENT THE FINISHED STRUCTURE. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY GUYING AND BRACING REQUIRED TO ERECT AND HOLD THE STRUCTURE IN PROPER ALIGNMENT UNTIL ALL STRUCTURAL WORK AND CONNECTIONS HAVE BEEN COMPLETED. THE INVESTIGATION, DESIGN, SAFETY, ADEQUACY AND INSPECTION OF ERECTION BRACING, SHORING, TEMPORARY SUPPORTS, ETC. IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

10. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL PROTECT ALL AREAS FROM DAMAGE WHICH MAY OCCUR DURING CONSTRUCTION. ANY DAMAGE TO NEW OR (E) SURFACES, STRUCTURES OR EQUIPMENT SHALL BE IMMEDIATELY REPAIRED OR REPLACED TO THE SATISFACTION OF THE PROPERTY OWNER. THE CONTRACTOR SHALL BEAR THE EXPENSE OF REPAIRING OR REPLACING ANY DAMAGED AREAS.

11. WHEN REQUIRED STORAGE OF MATERIALS OCCURS, THEY SHALL BE EVENLY DISTRIBUTED OVER THE FLOOR OR ROOF SO AS NOT TO EXCEED THE DESIGNED LIVE LOADS FOR THE STRUCTURE. TEMPORARY SHORING OR BRACING SHALL BE PROVIDED WHERE THE STRUCTURE OR SOIL HAS NOT ATTAINED THE DESIGN STRENGTH FOR THE CONDITIONS PRESENT.

12. BEFORE PROCEEDING WITH ANY WORK WITHIN THE (E) FACILITY, THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH (E) STRUCTURAL AND OTHER CONDITIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE ALL NECESSARY BRACING, SHORING AND OTHER SAFEGUARDS TO MAINTAIN ALL PARTS OF THE (E) WORK IN A SAFE CONDITION DURING THE PROCESS OF DEMOLITION AND CONSTRUCTION AND TO PROTECT FROM DAMAGE THOSE PORTIONS OF THE (E) WORK WHICH ARE TO REMAIN.

SUBMITTALS:

SUBMITTALS: SUBMITTALS FOR SHOP DRAWINGS, MILL TESTS, PRODUCT DATA, ETC. FOR ITEMS DESIGNED BY THE ARCHITECT/ ENGINEER OF RECORD SHALL BE MADE TO THE ARCHITECT/ENGINEER PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL REVIEW THE SUBMITTAL BEFORE FORWARDING TO THE ARCHITECT. SUBMITTALS SHALL BE MADE IN ADVANCED TO ARCHITECT-ENGINEER. SUBMITTALS REQUIRED FOR EACH SECTION OF THESE NOTES ARE SPECIFIED IN THAT SECTION.

SHOP DRAWING REVIEW:

REVIEW BY THE ARCHITECT/ENGINEER IS FOR GENERAL COMPLIANCE WITH THE DESIGN CONCEPT AND THE CONTRACT DOCUMENTS. MARKINGS OR COMMENTS SHALL NOT BE CONSTRUED AS RELIEVING THE CONTRACTOR FROM COMPLIANCE WITH THE PROJECT PLANS AND SPECIFICATIONS, NOR DEPARTURES THRERFROM. THE CONTRACTOR REMAINS RESPONSIBLE FOR DETAILS AND ACCURACY, FOR CONFIRMING AND CORRELATING ALL QUANTITIES AND DIMENSIONS, FOR SELECTION FABRICATION PROCESSES.

ACCESSIBILITY NOTE:

THE TELECOMMUNICATIONS EQUIPMENT SPACE SHOWN HEREON THESE PLANS IS NOT CUSTOMARILY OCCUPIED. WORK TO BE PERFORMED IN THIS FACILITY CANNOT REASONABLY BE PERFORMED BY PERSONS WITH A SEVERE IMPAIRMENT: MOBILITY, SIGHT, AND/OR HEARING. THEREFORE, PER 2016 CALIFORNIA BUILDING CODE SECTION 1103B.1 EXCEPTION 1, THIS FACILITY SHALL BE EXEMPTED FROM ALL TITLE 24 ACCESS REQUIREMENTS.

BID WALK NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL (E) CONSTRUCTION CONDITIONS BEFORE SUBMITTAL OF FINAL BIDS, START OF CONSTRUCTION AND/OR FABRICATION. AFTER THOROUGHLY EXAMINING THE PLANS AND (E) SITE CONDITIONS NOTIFY THE ENGINEER IN WRITING OF ANY OMISIONS/DISCREPANCIES, OR ANY ITEMS NEEDING CLARIFICATION PRIOR TO SUBMITTING FINAL BIDS.

2. IF THE ENGINEER IS NOT NOTIFIED OF ANY OMISIONS/DISCREPANCIES OR CLARIFICATIONS IN WRITING AS DESCRIBED IN #1 IT WILL BE CONFIRMED THAT THE CONTRACTOR HAS CONSIDERED ALL ITEMS THAT WILL AFFECT THE COST OF THE CONSTRUCTION OF THE SITE UNDER THE MOST STRINGENT CONDITIONS. THE CONTRACTOR WILL NOT BE ENTITLED TO ANY ADDITIONAL COMPENSATION AFTER FINAL BIDS HAVE BEEN SUBMITTED AND AWARDED FROM CARRIER.

CITY NOTES:

1. ALL EXISTING TREES AND TREE ROOTS TO BE PROTECTED IN PLACE. NO ROOT TRIMMING OR TREE REMOVAL IS PART OF THIS PROJECT.

2. CONTRACTOR TO NOTIFY RESIDENT AT 6026 GREGORY AVENUE AT LEAST FORTY-EIGHT (48) HOURS PRIOR TO USE OF ACCESS WAY.

T-Mobile

PLANS PREPARED BY:

CDG

22431 ANTONIO PKWY
SUITE B160-131
RANCHO SANTA MARGARITA CA 92688
dconnell@connelldesigngroup.com
949-306-4644

CONSULTING GROUP:

smartlink

3300 IRVINE AVE, STE 300
NEWPORT BEACH, CA 92660

NO.	DATE:	DESCRIPTION:	BY:
0	05/11/20	90% CD'S	DC
1	05/12/20	100% CD'S	DC
2	08/11/20	PLAN CHECK	DC
3	10/14/20	100% CD'S	DC
4	11/24/20	100% CD'S	DC

SITE INFORMATION:

FOUNDERS PARK

LA03860B

6031 CITRUS AVE.
WHITTIER, CA 90602

SEAL:

REGISTERED PROFESSIONAL ENGINEER
DANIEL MICHAEL CONNELL
NO. 62543
EXP. 12/31/21
CIVIL
STATE OF CALIFORNIA

Date Signed 11/24/2020

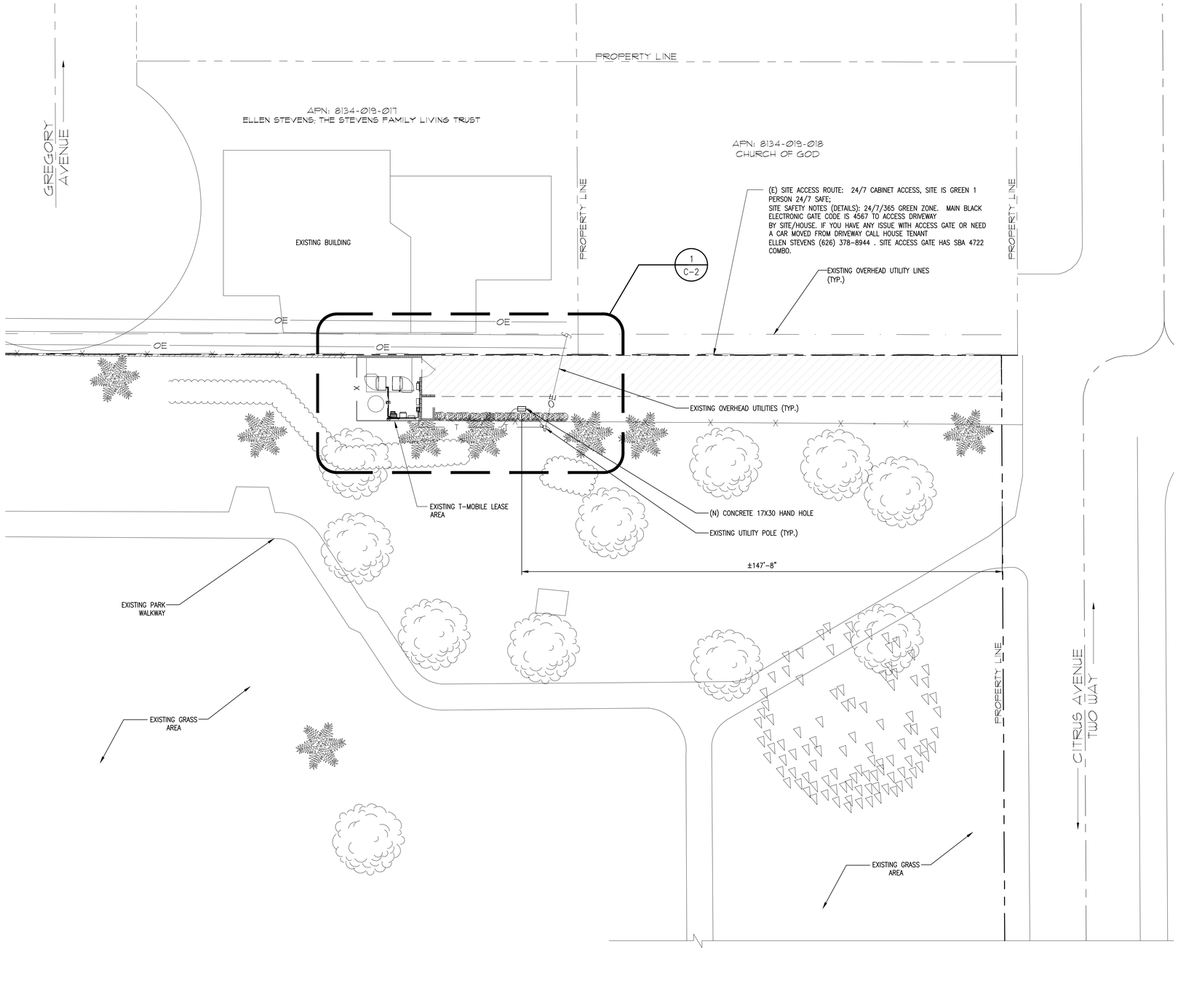
SHEET TITLE:

ABBREVIATIONS, SYMBOLS, GENERAL NOTES & SPECIFICATIONS

SHEET NUMBER:

T-2

NOTE:
SITE PLAN IS PRELIMINARY AND DONE WITHOUT THE BENEFIT OF A SURVEY.



SITE PLAN

SCALE: 1/16"=1'-0" | 0 8' 16' | 1

T-Mobile

PLANS PREPARED BY:

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SHEET TITLE:

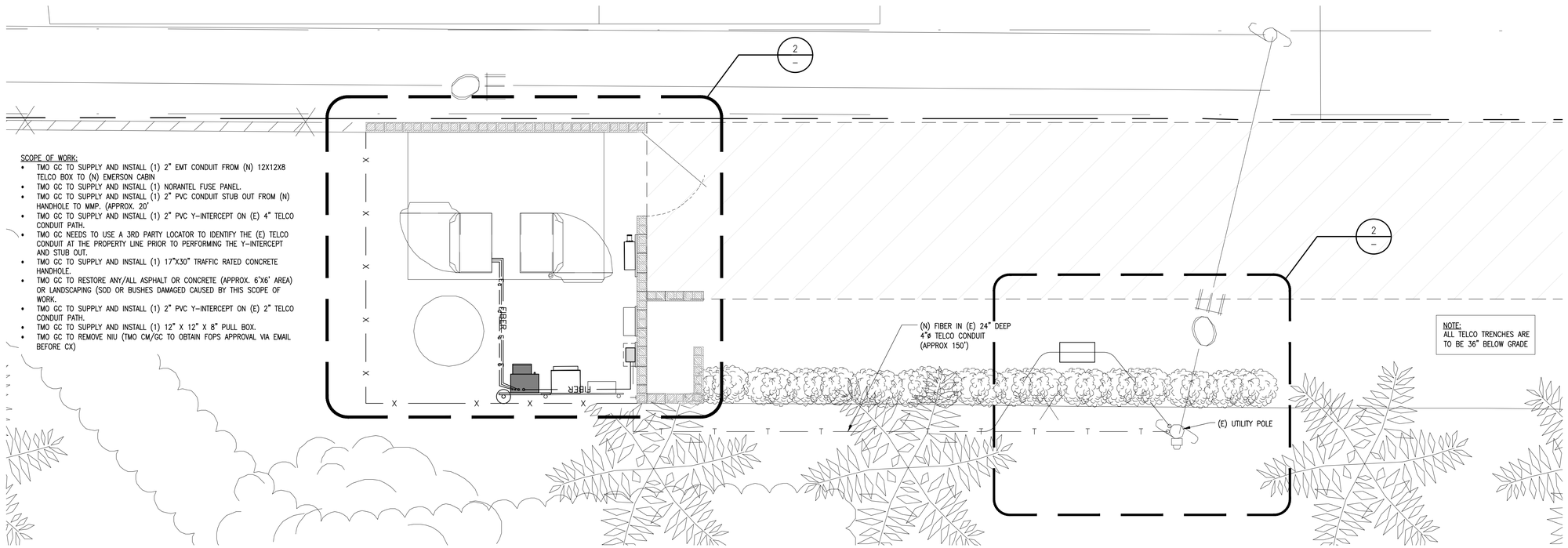
SITE PLAN

SHEET NUMBER:

C-1

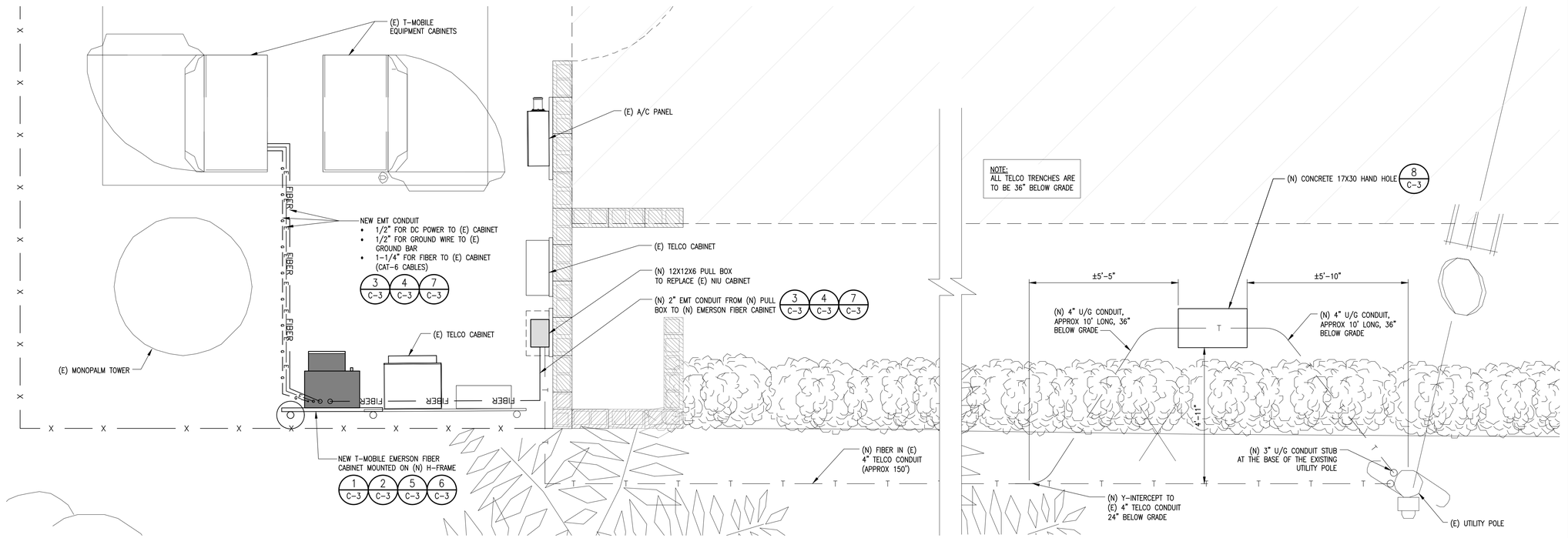
SCOPE OF WORK:

- TMO GC TO SUPPLY AND INSTALL (1) 2" EMT CONDUIT FROM (N) 12X12X8 TELCO BOX TO (N) EMERSON CABIN
- TMO GC TO SUPPLY AND INSTALL (1) NORANTEL FUSE PANEL.
- TMO GC TO SUPPLY AND INSTALL (1) 2" PVC CONDUIT STUB OUT FROM (N) HANDHOLE TO MMP. (APPROX. 20')
- TMO GC TO SUPPLY AND INSTALL (1) 2" PVC Y-INTERCEPT ON (E) 4" TELCO CONDUIT PATH.
- TMO GC NEEDS TO USE A 3RD PARTY LOCATOR TO IDENTIFY THE (E) TELCO CONDUIT AT THE PROPERTY LINE PRIOR TO PERFORMING THE Y-INTERCEPT AND STUB OUT.
- TMO GC TO SUPPLY AND INSTALL (1) 17"X30" TRAFFIC RATED CONCRETE HANDHOLE.
- TMO GC TO RESTORE ANY/ALL ASPHALT OR CONCRETE (APPROX. 6'X6' AREA) OR LANDSCAPING (SOD OR BUSHES DAMAGED CAUSED BY THIS SCOPE OF WORK.
- TMO GC TO SUPPLY AND INSTALL (1) 2" PVC Y-INTERCEPT ON (E) 2" TELCO CONDUIT PATH.
- TMO GC TO SUPPLY AND INSTALL (1) 12" X 12" X 8" PULL BOX.
- TMO GC TO REMOVE NIU (TMO CM/GC TO OBTAIN FOPS APPROVAL VIA EMAIL BEFORE CX)



ENLARGED SITE PLAN

SCALE: 1/4"=1'-0" | 0 2' 4' | 1



EQUIPMENT PLAN

SCALE: 1/2"=1'-0" | 0 1' 2' | 2

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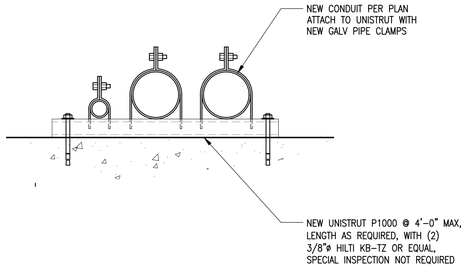
ENLARGED SITE PLAN AND EQUIPMENT PLAN

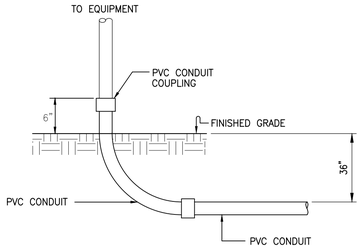
SHEET NUMBER:

C-2



CONDUIT AT CONCRETE SLAB

SCALE: N.T.S. | 7



CONDUIT STUB-UP

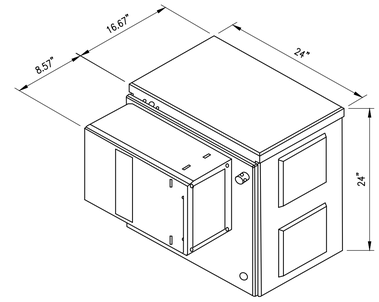
SCALE: N.T.S. | 4

ELECTRICAL

SYSTEM VOLTAGE:	120VA SINGLE PHASE (NOMINAL)
OUTPUT VOLTAGE:	-42VDC TO -58 VDC
SYSTEM CAPACITY:	19" 1 RU UP TO 8 A
RECTIFIER CAPACITY:	0.4kW @ 120 VAC
DC DISTRIBUTION:	WALL MOUNT GTM FUSE PANEL
CONTROLLER:	SCU + CONTROLLER
SYSTEM VOLTAGE:	120VA SINGLE PHASE (NOMINAL)

PHYSICAL CHARACTERISTICS

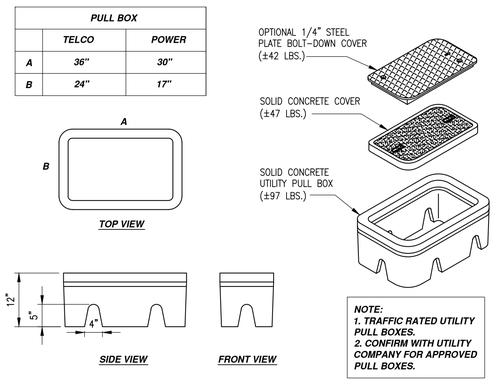
FRAMEWORK TYPE:	NETXTEND COMPACT ENCLOSURE
AVAILABLE SPACE:	UP TO 14 RU, 19"W
DIMENSIONS:	ENCLOSURE: 24"x24"x16"
(HxWxD)	BATTERY TRAY: 22"Wx13D
MOUNTING:	WALL OR H-FRAME, POLE MOUNT (WALL-MOUNT KIT INCLUDED)
WEIGHT EQUIPPED:	ENCLOSURE: 64LB., W/OUT BATTERIES FOUR (4) BATTERIES: 36LB. TOTAL
ACESS:	120VA SINGLE PHASE (NOMINAL)



EMERSON CABINET DETAIL

SCALE: N.T.S. | 1

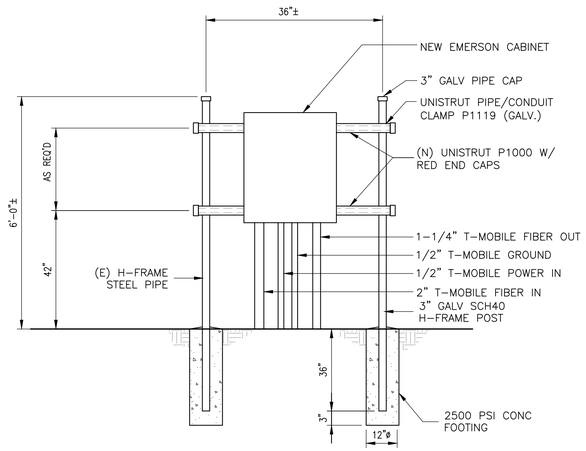
PULL BOX		
	TELCO	POWER
A	36"	30"
B	24"	17"



NOTE:
1. TRAFFIC RATED UTILITY PULL BOXES.
2. CONFIRM WITH UTILITY COMPANY FOR APPROVED PULL BOXES.

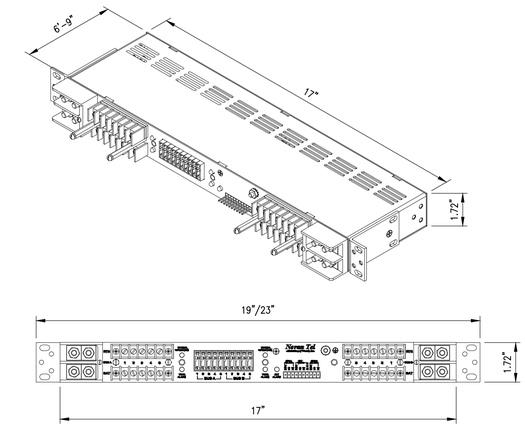
PULL BOX DETAIL

SCALE: N.T.S. | 8



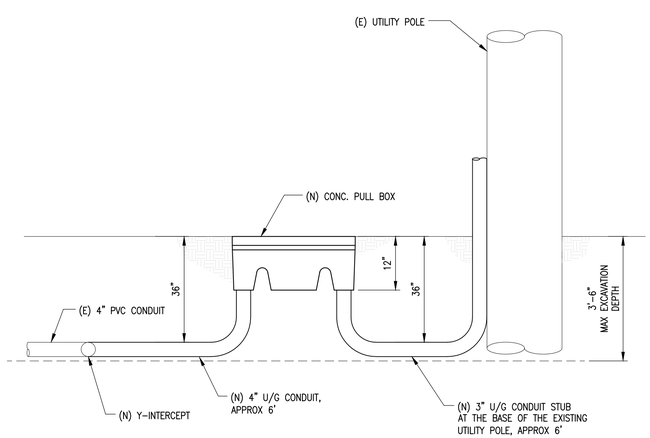
EMERSON CABINET H-FRAME

SCALE: N.T.S. | 5



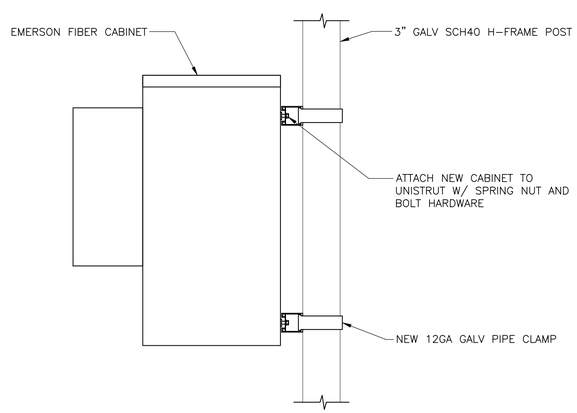
NORAN TEL FUSE PANEL

SCALE: N.T.S. | 2



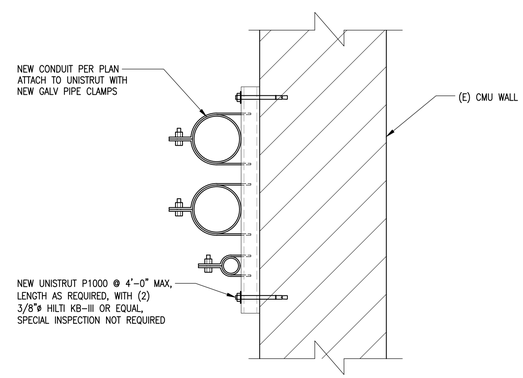
DETAIL

SCALE: N.T.S. | 9



EMERSON CABINET ON H-FRAME

SCALE: N.T.S. | 6



CONDUIT AT CMU WALL

SCALE: N.T.S. | 3

T-Mobile

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SHEET TITLE:

FIBER DETAILS

SHEET NUMBER:

C-3

LA03860B

Site 6031 Citrus
Address Whittier, CA 90601

Lat 33.98719
Long -118.04722

NO CHANGE ORDERS

Walk Date	4/24/19
Design Date	10/7/20
Revised Date	
TMO Contact	Aly Romero
Phone	(909) 855-6916
Email	Aly.Romero@tmusa.com
LEC Contact	
Phone	
Email	@crowncastle.com

Model Price			
Site Type	☐ Indoor ☒ Outdoor	☐ Rooftop ☐ JPA (A/S)	☐ NSD ☐ Relo
Mounting Type	☐ Indoor (BACKBOARD OR 19" RACK)	☐ Existing (H-FRAME)	☒ H-Frame (NEW or MODIFIED)
Added Scope (A/S)	☒ Yes ☐ No	Detail on Page 4	
Out of Area	☐ Yes ☒ No	150 Miles from T-Mobile Office	
SAQ Category	☐ Category 1 Existing Telco Path	☒ Category 2 LL Consent / Minor CX Required	☐ Category 3 New Telco Path and Easement Required
Comment			

Site Information	
Site Access	24/7 Cabinet Access, site is GREEN 1 Person 24/7 Safe; Site Safety Notes (Details): 24/7/365 Green zone. Main black electronic gate code is 4567 to access driveway by site/house. If you have any issue with access gate or need a car moved from driveway call house tenant Patricia Siler at 949-230-8756. Site access gate has SBA 4722 combo. Combo lock on door is 4722
Combo Lock Codes	4722
MPOE Access	MPOE is located inside the site
Existing Fiber	☒ Yes ☐ No
Existing Fiber LEC	☐ AT&T ☐ COX ☒ TWC ☐ Charter ☐ VZN ☐ Comcast ☐ N/A
Existing Copper LEC	☐ AT&T ☒ VZN ☐ Other ☒ N/A
Tower Owner	☐ ATC ☐ Crown Castle ☒ SBA ☐ Phoenix ☐ Vertical Bridge ☐ SCE ☒ N/A
Is there Existing Small Cell on Site?	☐ Yes ☒ No

1 Rev 1.2 (5/1/18)

LA03860B

Telco Path			
Meet Me Point Detail	The MMP will be a new 3" U/G conduit stub at the base of pole.		
Is there room in the Existing Telco Conduit for additional 1" Innerduct?	☐ Yes	☒ No	☐ N/A
Is New Conduit Required from the Property Line to the Lease Area?	☐ Yes	☒ No	☐ N/A
Explain Telco Path from the Property Line to the Lease Area	The MMP will be a new 3" U/G conduit stub at the base of pole. New 17 x 30 Hand Hole at the P/L. New 3" Y-intercept from new hand hole onto existing conduit and override to the lease area. At the lease are install new 2" Y-intercept and run new 2" EMT conduit to the location of the new Emerson Cabinet.		
New Telco Conduit Required from the Telco Cabinet to the AAV Cabinet? (A/S)	☒ Yes ☐ No	Provide Approximate Length	20 FT
Telco Conduit Size (A/S)	☐ 1-1/4" ☒ 2"		
Rod and Rope Required?	☒ Yes ☐ No	Provide Approximate Length	150 FT
Innerduct Size	☐ 3/4" ☐ 1" ☐ 1-1/4" ☐ MaxCell		☒ Mule Tape Only
Innerduct Type	☐ Plenum ☐ Non-Plenum ☐ Smooth Wall		☒ N/A
Rod and Rope Path Details.	Rod and Rope from the MMP to the AAV cabinet in the Lease Area		
T-Mobile Contractor to always use 2500 LB Mule Tape for Rod and Rope. Model Price Includes 75 ft of Plenum Rated Innerduct or 150 ft of Non-Plenum Rated Innerduct			
Are Y-Intercepts Required? (A/S)	☒ Yes ☐ No	If "Yes" How Many?	2 QTY
Who is responsible for the Y-Intercepts?	☒ TMO (A/S) ☐ LEC		☐ N/A
Y-Intercept Locations (A/S)	☒ Property Line ☐ Around Hand-Holes ☐ MPOE ☒ Lease Area		☒ Other
Are there any LB's in the Telco Path?	☐ Yes ☒ No	If "Yes" How Many?	QTY
How Many Marshall Boxes are Required? (A/S)	☐ Yes ☒ No	If "Yes" How Many?	QTY

2 Rev 1.2 (5/1/18)

LA03860B

Scope of Work			
Equipment to be Installed	☐ Ciena ☐ Boxer ☒ Emerson ☐ Other		
Mounting Type	☐ (E) H-Frame ☒ Modify H-Frame ☐ (N) H-Frame ☐ (E) 19" Rack ☐ (N) 19" Rack ☐ Wall Mount		
New Telco Cabinet Required?	☐ 18x18x8 ☐ 24x24x10 ☒ N/A ☐ Other		
Hand-Off Type	☒ Optical ☐ Electrical		
LEC Optical Connector	☒ LC ☐ SC ☐ SC-APC ☐ LC-APC ☐ Other		
Power Type	☐ +24VDC ☒ -48VDC ☐ 120VAC		
Power Source	☒ LTE ☐ UMTS ☐ Power Plant ☐ AC Panel ☐ Converter		
Is a Converter Required?	☐ Yes ☒ No	☐ +24VDC to -48VDC	☐ 120VAC to -48VDC
Fuse Panel / Block Type	☐ Duracomm (Provided by GC) ☐ Fuse Block (Emerson Cabinet) ☐ Fuse Panel Use (E) on 19" Rack ☐ 120VAC (10AMP) Receptacle (A/S) ☒ Fuse Panel (Provided by GC) (A/S) ☐ (2) 10 AMP DC Breakers (Provided by GC) (A/S)		
Power Conduit Required	☒ Yes ☐ No	Provide Approximate Length	30 FT
Power Wire Required	☒ Yes ☐ No	Provide Approximate Length	40 FT
T-Mobile Contractor to leave (3) 5 AMP Fuses in Fuse Panel or Block. T-Mobile Contractor to use #12AWG black and white jacketed wire for all DC power applications T-Mobile Contractor to install (2) 10 AMP Breakers if installing a New Fuse Panel on 19" Rack			
Ground Source	☐ (E) MGB ☒ (N) MGB ☐ #2 Solid Ground Ring ☐ Ground Rod		
If "Yes" on (N) MGB, What size Ground Bar	2x6		
Ground Wire Size	☒ #6 Solid Green ☐ #6 STD Green ☐ #2 STD Green ☐ #14 STD Green		
Ground Strip Required in Telco Cabinet	☐ Yes ☒ No		
Ground Conduit Required	☒ Yes ☐ No	Provide Approximate Length	30 FT
Ground Wire Required	☒ Yes ☐ No	Provide Approximate Length	40 FT
Fiber Jumper Cable (QTY 2)	☒ Fiber ☐ CAT-6	Provide Approximate Length	40 FT
Fiber Jumper Type	☒ LC/LC ☐ SC/LC ☐ APC-SC/LC ☐ Other		
Fiber Jumper Conduit Required	☒ Yes ☐ No	Provide Approximate Length	30 FT
Existing CSR Router Type	☒ SAR-F ☐ SAR-M ☐ SAS-Mxp ☐ SAR-A ☐ Other		
New CSR Router Required	☒ Yes ☐ No		
Location of New CSR Router	☒ BTS ☐ 19" Rack ☐ Emerson ☐ Other		
Power Conduit Requirement – 1/2" EMT Conduit – BTS to AAV Cabinet. *Maximum of 50ft* Ground Conduit Requirement – 1/2" EMT Conduit – Ground Source to AAV Cabinet. *Maximum of 50ft* CAT-6 / Fiber Conduit Requirement – 1-1/4" EMT Conduit – BTS to AAV Cabinet. *Maximum of 65ft*			

3 Rev 1.2 (5/1/18)

LA03860B

Added Scope	
1.	TMO GC to supply and install (1) 2" EMT Conduit from (N) 12X12X8 Telco Box to (N) Emerson Cabinet. (Approx. 20')
2.	TMO GC to supply and install (1) NoranTel Fuse Panel. See Spec Sheet below
3.	TMO GC to supply and install (1) 2" PVC conduit stub out from (N) Handhole to MMP. (Approx. 20')
4.	TMO GC to supply and install (1) 2" PVC Y-Intercept on (E) 4" Telco conduit path.
5.	TMO GC needs to use a 3rd Party Locator to identify the (E) Telco Conduit at the Property Line prior to performing the Y-Intercept and Stub Out.
6.	TMO GC to supply and install (1) 17"x30" Traffic Rated Concrete Handhole.
7.	TMO GC to restore any/all Asphalt or Concrete (Approx. 6'x6' Area) or landscaping (SOD or Bushes, etc.) removed or damaged caused by this scope of work.
8.	TMO GC to supply and install (1) 2" PVC Y-Intercept on (E) 2" Telco conduit path.
9.	TMO GC to supply and install (1) 12" x 12" x 8" Pull Box.
10.	TMO GC to remove NIU (TMO CM/GC TO OBTAIN FOPS APPROVAL VIA EMAIL BEFORE CX)
11.	
12.	
13.	

Additional Comments
T-Mobile contractor needs to use a 3rd Party Locator to identify the (E) Telco Conduit at the Property Line prior to performing the Y-Intercept and Stub Out. T-Mobile contractor to install the (N) Underground Telco Conduit at a depth of 36" Minimum. T-Mobile contractor to place Gravel at the bottom of the (N) Hand-Hole. T-Mobile contractor to power both side A & B of the (N) Fuse Panel with 2 / #12 AWG Black and White Jacketed Wire.

4 Rev 1.2 (5/1/18)

LA03860B

Overview

New Telco Path
Existing Telco Path
Property Line
New Hand-Hole / Pull Box
Existing Hand-Hole / Pull Box
Proposed AAV Cabinet Location
T-Mobile Lease Area

5 Rev 1.2 (5/1/18)

LA03860B

View of (MMP) Meet Me Point at Property Line-New 2" Stub at base of pole

View of (N) 2" PVC Conduit and (N) 17x30 Hand Hole

6 Rev 1.2 (5/1/18)

LA03860B

View of (N) 2" Y-Intercept Location

View of (E) 4" Conduit Path from MMP to the Site

7 Rev 1.2 (5/1/18)

LA03860B

View of (E) 4" Conduit Path from MMP to the Site

View of (E) 4" Conduit Path from MMP to the Site

8 Rev 1.2 (5/1/18)

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SHEET TITLE:

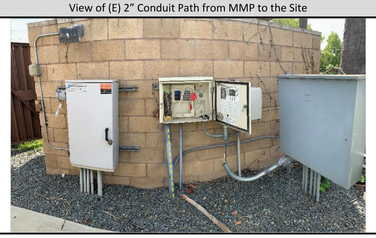
VANTAGE FIBER DESIGN

SHEET NUMBER:

C-4

LA03860B

View of (E) 2" Conduit Path from MMP to the Site



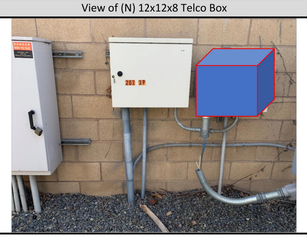
TMO GC to remove NIU box

9

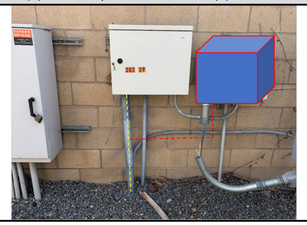
Rev 1.2 (5/1/18)

LA03860B

View of (N) 12x12x8 Telco Box



View of (N) 2" Y-intercept Telco Conduit to the (N) 12x12x8 Telco Box

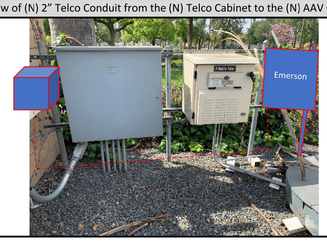


10

Rev 1.2 (5/1/18)

LA03860B

View of (N) 2" Telco Conduit from the (N) Telco Cabinet to the (N) AAV Cabinet



View of Site Placard

11

Rev 1.2 (5/1/18)

LA03860B

View of Tower Owner Placard

View of Inside Cell Site Panoramic #1

12

Rev 1.2 (5/1/18)

LA03860B

View of Inside Cell Site Panoramic #2

View of Inside Cell Site Panoramic #3

13

Rev 1.2 (5/1/18)

LA03860B

View of Inside Cell Site Panoramic #4

View of Inside Cell Site Panoramic #5

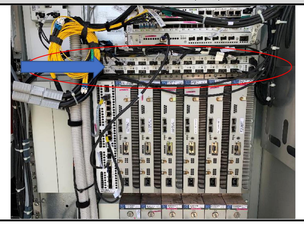
14

Rev 1.2 (5/1/18)

LA03860B

View of Power Source (BTS)

View of Power Source (PDU)



15

Rev 1.2 (5/1/18)

LA03860B

View of Fiber, Power and Ground Conduit Path

View of Fiber, Power and Ground Conduit Path

16

Rev 1.2 (5/1/18)

T··Mobile·

PLANS PREPARED BY:

CDG
22431 ANTONIO PKWY
SUITE B160-131
RANCHO SANTA MARGARITA CA 92688
dconnell@connelldesigngroup.com
949-306-4644

CONSULTING GROUP:

smartlink
3300 IRVINE AVE, STE 300
NEWPORT BEACH, CA 92660

NO.	DATE:	DESCRIPTION:	BY:
0	05/11/20	90% CD'S	DC
1	05/12/20	100% CD'S	DC
2	08/11/20	PLAN CHECK	DC
3	10/14/20	100% CD'S	DC
4	11/24/20	100% CD'S	DC

SITE INFORMATION:

FOUNDERS PARK

LA03860B

6031 CITRUS AVE.
WHITTIER, CA 90602

SEAL:

REGISTERED PROFESSIONAL ENGINEER
DANIEL MICHAEL CONNELL
NO. 62543
EXP. 12/31/21
CIVIL
STATE OF CALIFORNIA

Date Signed 11/24/2020

SHEET TITLE:

VANTAGE
FIBER DESIGN

SHEET NUMBER:

C-5

LA03860B

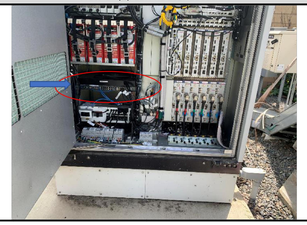
View of Ground Source

17

Rev 1.2 (5/1/18)

LA03860B

View of (E) CSR Router Location

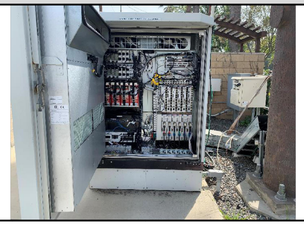


18

Rev 1.2 (5/1/18)

LA03860B

Misc – Inside BTS



19

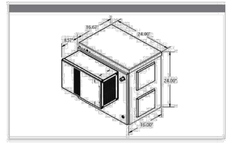
Rev 1.2 (5/1/18)

LA03860B

Specifications

Indoor and Outdoor Cell Site Solutions for T-Mobile

EMERSON Network Power



Technical Specifications

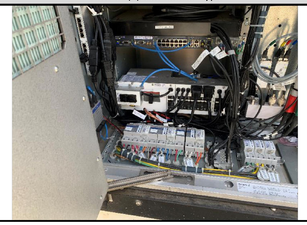
Rectifier	
System Voltage:	120VAC single-phase (nominal)
Output Voltage:	-42 VDC to -58 VDC
System Capacity:	19" 1 RU up to 8 A
Rectifier Capacity:	8x4400 @ 120 VAC
DC Distribution:	Wallmount GMT fuse panel with (10) fuses, up to 15 A
Controller	SCO+ controller
Physical Characteristics	
Framework Type:	NetSpan2™ Compact Enclosure
Available Space:	Up to 14 RU, 15" W
Dimensions (H x W x D):	Enclosure: 24" x 24" x 16" Battery bay: 22" W x 12" D
Mounting:	Wall or H-frame, pole-mount (wall-mount kit included)
Weight, Equipped:	Enclosure: 64 lb., w/out batteries Four (4) batteries: 20 lb. total
Access:	Front
Environmental	
Climate System:	Heat Exchanger
Operating Temp.:	+0 °C to +52 °C
Storage Temp.:	-40 °C to +75 °C
Relative Humidity:	100%
EMI/RFI:	Conforms to FCC rules Part 15, Subpart B, Class B and EN55022 Class B, radiated and conducted
Safety Compliance:	ETSI and GR1089 Recognized, NEBS Level 3 Compliance Enclosure: cULus Listed E# 482

20

Rev 1.2 (5/1/18)

LA03860B

View of (E) CSR Router Type

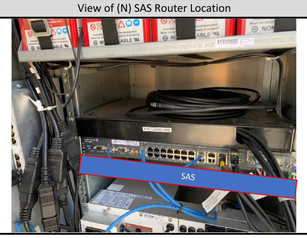


17

Rev 1.2 (5/1/18)

LA03860B

View of (N) SAS Router Location

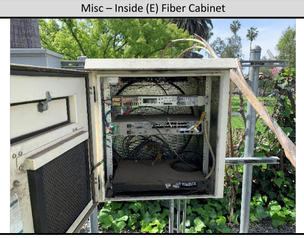


18

Rev 1.2 (5/1/18)

LA03860B

Misc – Inside (E) Fiber Cabinet



19

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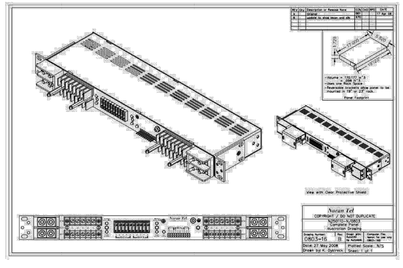
LA03860B

Specifications – Fuse Panel

NORAN TEL FUSE PANEL N250110-N-0803
OR:
WESTELL FUSE PANEL WSTN250110-N-0803



21

Rev 1.2 (5/1/18)

T-Mobile

PLANS PREPARED BY:

CDG
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SUITE B160-131
RANCHO SANTA MARGARITA CA 92688
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CONSULTING GROUP:

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3300 IRVINE AVE, STE 300
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NO.	DATE:	DESCRIPTION:	BY:
0	05/11/20	90% CD'S	DC
1	05/12/20	100% CD'S	DC
2	08/11/20	PLAN CHECK	DC
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SITE INFORMATION:

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REGISTERED PROFESSIONAL ENGINEER
DANIEL MICHAEL CONNELL
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EXP. 12/31/21
CIVIL
STATE OF CALIFORNIA

Date Signed 11/24/2020

SHEET TITLE:

VANTAGE
FIBER DESIGN

SHEET NUMBER:

C-6

Appendix B Air Quality and Greenhouse Gas Emissions CalEEMod Run Sheets

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

T-Mobile Telecommunications Improvements

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.01	Acre	0.01	250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Applicant provided plans.

Construction Phase - Site disturbance estimates.

Off-road Equipment - Site Disturbance estimates.

Grading - Applicant provided plans.

Off-road Equipment - Applicant provided plans.

Water And Wastewater - Telecommunication facility with no water or wastewater use.

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	10.00
tblConstructionPhase	NumDays	1.00	4.00
tblConstructionPhase	PhaseEndDate	3/17/2022	3/18/2022
tblConstructionPhase	PhaseEndDate	3/15/2022	3/4/2022
tblConstructionPhase	PhaseStartDate	3/16/2022	3/7/2022
tblConstructionPhase	PhaseStartDate	3/15/2022	3/1/2022
tblLandUse	LandUseSquareFeet	435.60	250.00
tblOffRoadEquipment	OffRoadEquipmentType		Trenchers
tblWater	ElectricityIntensityFactorForWastewaterTreatment	1,911.00	0.00
tblWater	ElectricityIntensityFactorToDistribute	1,272.00	0.00
tblWater	ElectricityIntensityFactorToSupply	9,727.00	0.00
tblWater	ElectricityIntensityFactorToTreat	111.00	0.00
tblWater	OutdoorWaterUseRate	11,914.81	0.00

2.0 Emissions Summary

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.2838	2.5427	2.3415	3.4000e-003	0.0335	0.1798	0.2133	8.8900e-003	0.1654	0.1743	0.0000	330.3181	330.3181	0.0982	7.8000e-004	333.0061
Maximum	**0.2838**	**2.5427**	**2.3415**	**3.4000e-003**	**0.0335**	**0.1798**	**0.2133**	**8.8900e-003**	**0.1654**	**0.1743**	**0.0000**	**330.3181**	**330.3181**	**0.0982**	**7.8000e-004**	**333.0061**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	0.2838	2.5427	2.3415	3.4000e-003	0.0335	0.1798	0.2133	8.8900e-003	0.1654	0.1743	0.0000	330.3181	330.3181	0.0982	7.8000e-004	333.0061
Maximum	**0.2838**	**2.5427**	**2.3415**	**3.4000e-003**	**0.0335**	**0.1798**	**0.2133**	**8.8900e-003**	**0.1654**	**0.1743**	**0.0000**	**330.3181**	**330.3181**	**0.0982**	**7.8000e-004**	**333.0061**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	6.0000e-005	8.0000e-005	6.1000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005		0.1320	0.1320	1.0000e-005	1.0000e-005	0.1341
Total	**7.0000e-005**	**8.0000e-005**	**6.1000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**		**0.1320**	**0.1320**	**1.0000e-005**	**1.0000e-005**	**0.1341**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.0000e-005	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	6.0000e-005	8.0000e-005	6.1000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005		0.1320	0.1320	1.0000e-005	1.0000e-005	0.1341
Total	**7.0000e-005**	**8.0000e-005**	**6.1000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**		**0.1320**	**0.1320**	**1.0000e-005**	**1.0000e-005**	**0.1341**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/1/2022	3/4/2022	5	4	
2	Grading	Grading	3/7/2022	3/18/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Trenchers	1	6.00	78	0.50
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Exposed Area

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.1647	1.6756	2.2379	3.1100e-003		0.0901	0.0901		0.0829	0.0829		301.2390	301.2390	0.0974		303.6746
Total	**0.1647**	**1.6756**	**2.2379**	**3.1100e-003**	**0.0000**	**0.0901**	**0.0901**	**0.0000**	**0.0829**	**0.0829**		**301.2390**	**301.2390**	**0.0974**		**303.6746**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0109	7.9500e-003	0.1035	2.9000e-004	0.0335	2.0000e-004	0.0337	8.8900e-003	1.8000e-004	9.0800e-003		29.0792	29.0792	8.1000e-004	7.8000e-004	29.3315
Total	**0.0109**	**7.9500e-003**	**0.1035**	**2.9000e-004**	**0.0335**	**2.0000e-004**	**0.0337**	**8.8900e-003**	**1.8000e-004**	**9.0800e-003**		**29.0792**	**29.0792**	**8.1000e-004**	**7.8000e-004**	**29.3315**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.1647	1.6756	2.2379	3.1100e-003		0.0901	0.0901		0.0829	0.0829	0.0000	301.2390	301.2390	0.0974		303.6746
Total	**0.1647**	**1.6756**	**2.2379**	**3.1100e-003**	**0.0000**	**0.0901**	**0.0901**	**0.0000**	**0.0829**	**0.0829**	**0.0000**	**301.2390**	**301.2390**	**0.0974**		**303.6746**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0109	7.9500e-003	0.1035	2.9000e-004	0.0335	2.0000e-004	0.0337	8.8900e-003	1.8000e-004	9.0800e-003		29.0792	29.0792	8.1000e-004	7.8000e-004	29.3315
Total	**0.0109**	**7.9500e-003**	**0.1035**	**2.9000e-004**	**0.0335**	**2.0000e-004**	**0.0337**	**8.8900e-003**	**1.8000e-004**	**9.0800e-003**		**29.0792**	**29.0792**	**8.1000e-004**	**7.8000e-004**	**29.3315**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.2729	2.5348	1.9492	2.5300e-003		0.1796	0.1796		0.1652	0.1652		245.2121	245.2121	0.0793		247.1947
Total	**0.2729**	**2.5348**	**1.9492**	**2.5300e-003**	**0.0000**	**0.1796**	**0.1796**	**0.0000**	**0.1652**	**0.1652**		**245.2121**	**245.2121**	**0.0793**		**247.1947**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0109	7.9500e-003	0.1035	2.9000e-004	0.0335	2.0000e-004	0.0337	8.8900e-003	1.8000e-004	9.0800e-003		29.0792	29.0792	8.1000e-004	7.8000e-004	29.3315
Total	**0.0109**	**7.9500e-003**	**0.1035**	**2.9000e-004**	**0.0335**	**2.0000e-004**	**0.0337**	**8.8900e-003**	**1.8000e-004**	**9.0800e-003**		**29.0792**	**29.0792**	**8.1000e-004**	**7.8000e-004**	**29.3315**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.2729	2.5348	1.9492	2.5300e-003		0.1796	0.1796		0.1652	0.1652	0.0000	245.2121	245.2121	0.0793		247.1947
Total	**0.2729**	**2.5348**	**1.9492**	**2.5300e-003**	**0.0000**	**0.1796**	**0.1796**	**0.0000**	**0.1652**	**0.1652**	**0.0000**	**245.2121**	**245.2121**	**0.0793**		**247.1947**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0109	7.9500e-003	0.1035	2.9000e-004	0.0335	2.0000e-004	0.0337	8.8900e-003	1.8000e-004	9.0800e-003		29.0792	29.0792	8.1000e-004	7.8000e-004	29.3315
Total	**0.0109**	**7.9500e-003**	**0.1035**	**2.9000e-004**	**0.0335**	**2.0000e-004**	**0.0337**	**8.8900e-003**	**1.8000e-004**	**9.0800e-003**		**29.0792**	**29.0792**	**8.1000e-004**	**7.8000e-004**	**29.3315**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.0000e-005	8.0000e-005	6.1000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005		0.1320	0.1320	1.0000e-005	1.0000e-005	0.1341
Unmitigated	6.0000e-005	8.0000e-005	6.1000e-004	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005		0.1320	0.1320	1.0000e-005	1.0000e-005	0.1341

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.01	0.02	0.02	33	33
Total	0.01	0.02	0.02	33	33

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.543376	0.059966	0.184357	0.131187	0.023843	0.006245	0.012012	0.009162	0.000826	0.000515	0.023898	0.000748	0.003864

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.0000e-005	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	1.0000e-005	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0000e-005					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0000e-005					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

T-Mobile Telecommunications Improvements

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.01	Acre	0.01	250.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	390.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Applicant provided plans.

Construction Phase - Site disturbance estimates.

Off-road Equipment - Site Disturbance estimates.

Grading - Applicant provided plans.

Off-road Equipment - Applicant provided plans.

Water And Wastewater - Telecommunication facility with no water or wastewater use.

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Waste Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	2.00	10.00
tblConstructionPhase	NumDays	1.00	4.00
tblConstructionPhase	PhaseEndDate	3/17/2022	3/18/2022
tblConstructionPhase	PhaseEndDate	3/15/2022	3/4/2022
tblConstructionPhase	PhaseStartDate	3/16/2022	3/7/2022
tblConstructionPhase	PhaseStartDate	3/15/2022	3/1/2022
tblLandUse	LandUseSquareFeet	435.60	250.00
tblOffRoadEquipment	OffRoadEquipmentType		Trenchers
tblWater	ElectricityIntensityFactorForWastewaterTreatment	1,911.00	0.00
tblWater	ElectricityIntensityFactorToDistribute	1,272.00	0.00
tblWater	ElectricityIntensityFactorToSupply	9,727.00	0.00
tblWater	ElectricityIntensityFactorToTreat	111.00	0.00
tblWater	OutdoorWaterUseRate	11,914.81	0.00

2.0 Emissions Summary

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	1.7600e-003	0.0161	0.0150	2.0000e-005	2.3000e-004	1.0800e-003	1.3100e-003	6.0000e-005	9.9000e-004	1.0500e-003	0.0000	1.8463	1.8463	5.4000e-004	1.0000e-005	1.8614
Maximum	**1.7600e-003**	**0.0161**	**0.0150**	**2.0000e-005**	**2.3000e-004**	**1.0800e-003**	**1.3100e-003**	**6.0000e-005**	**9.9000e-004**	**1.0500e-003**	**0.0000**	**1.8463**	**1.8463**	**5.4000e-004**	**1.0000e-005**	**1.8614**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	1.7600e-003	0.0161	0.0150	2.0000e-005	2.3000e-004	1.0800e-003	1.3100e-003	6.0000e-005	9.9000e-004	1.0500e-003	0.0000	1.8463	1.8463	5.4000e-004	1.0000e-005	1.8614
Maximum	**1.7600e-003**	**0.0161**	**0.0150**	**2.0000e-005**	**2.3000e-004**	**1.0800e-003**	**1.3100e-003**	**6.0000e-005**	**9.9000e-004**	**1.0500e-003**	**0.0000**	**1.8463**	**1.8463**	**5.4000e-004**	**1.0000e-005**	**1.8614**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	3-1-2022	5-31-2022	0.0148	0.0148
		Highest	0.0148	0.0148

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0116	0.0116	0.0000	0.0000	0.0118
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0116**	**0.0116**	**0.0000**	**0.0000**	**0.0118**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0116	0.0116	0.0000	0.0000	0.0118
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.0000e-005**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0116**	**0.0116**	**0.0000**	**0.0000**	**0.0118**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	0.0000
Vegetation Land Change	0.0000
Total	**0.0000**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	3/1/2022	3/4/2022	5	4	
2	Grading	Grading	3/7/2022	3/18/2022	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grading	Trenchers	1	6.00	78	0.50
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3000e-004	3.3500e-003	4.4800e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.7000e-004	1.7000e-004	0.0000	0.5466	0.5466	1.8000e-004	0.0000	0.5510
Total	**3.3000e-004**	**3.3500e-003**	**4.4800e-003**	**1.0000e-005**	**0.0000**	**1.8000e-004**	**1.8000e-004**	**0.0000**	**1.7000e-004**	**1.7000e-004**	**0.0000**	**0.5466**	**0.5466**	**1.8000e-004**	**0.0000**	**0.5510**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.1000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0536	0.0536	0.0000	0.0000	0.0540
Total	**2.0000e-005**	**2.0000e-005**	**2.1000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0536**	**0.0536**	**0.0000**	**0.0000**	**0.0540**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.3000e-004	3.3500e-003	4.4800e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.7000e-004	1.7000e-004	0.0000	0.5466	0.5466	1.8000e-004	0.0000	0.5510
Total	**3.3000e-004**	**3.3500e-003**	**4.4800e-003**	**1.0000e-005**	**0.0000**	**1.8000e-004**	**1.8000e-004**	**0.0000**	**1.7000e-004**	**1.7000e-004**	**0.0000**	**0.5466**	**0.5466**	**1.8000e-004**	**0.0000**	**0.5510**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	2.1000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0536	0.0536	0.0000	0.0000	0.0540
Total	**2.0000e-005**	**2.0000e-005**	**2.1000e-004**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0536**	**0.0536**	**0.0000**	**0.0000**	**0.0540**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3600e-003	0.0127	9.7500e-003	1.0000e-005		9.0000e-004	9.0000e-004		8.3000e-004	8.3000e-004	0.0000	1.1123	1.1123	3.6000e-004	0.0000	1.1213
Total	**1.3600e-003**	**0.0127**	**9.7500e-003**	**1.0000e-005**	**0.0000**	**9.0000e-004**	**9.0000e-004**	**0.0000**	**8.3000e-004**	**8.3000e-004**	**0.0000**	**1.1123**	**1.1123**	**3.6000e-004**	**0.0000**	**1.1213**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	5.3000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1339	0.1339	0.0000	0.0000	0.1351
Total	**5.0000e-005**	**4.0000e-005**	**5.3000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.7000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1339**	**0.1339**	**0.0000**	**0.0000**	**0.1351**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3600e-003	0.0127	9.7500e-003	1.0000e-005		9.0000e-004	9.0000e-004		8.3000e-004	8.3000e-004	0.0000	1.1123	1.1123	3.6000e-004	0.0000	1.1213
Total	**1.3600e-003**	**0.0127**	**9.7500e-003**	**1.0000e-005**	**0.0000**	**9.0000e-004**	**9.0000e-004**	**0.0000**	**8.3000e-004**	**8.3000e-004**	**0.0000**	**1.1123**	**1.1123**	**3.6000e-004**	**0.0000**	**1.1213**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	4.0000e-005	5.3000e-004	0.0000	1.6000e-004	0.0000	1.7000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1339	0.1339	0.0000	0.0000	0.1351
Total	**5.0000e-005**	**4.0000e-005**	**5.3000e-004**	**0.0000**	**1.6000e-004**	**0.0000**	**1.7000e-004**	**4.0000e-005**	**0.0000**	**4.0000e-005**	**0.0000**	**0.1339**	**0.1339**	**0.0000**	**0.0000**	**0.1351**

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0116	0.0116	0.0000	0.0000	0.0118
Unmitigated	1.0000e-005	1.0000e-005	6.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0116	0.0116	0.0000	0.0000	0.0118

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.01	0.02	0.02	33	33
Total	0.01	0.02	0.02	33	33

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.543376	0.059966	0.184357	0.131187	0.023843	0.006245	0.012012	0.009162	0.000826	0.000515	0.023898	0.000748	0.003864

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

T-Mobile Telecommunications Improvements - South Coast AQMD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

7.0 Water Detail

7.1 Mitigation Measures Water

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	0.0000	0.0000	0.0000	0.0000

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Others	0.0057 / 0.0057	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

11.2 Net New Trees

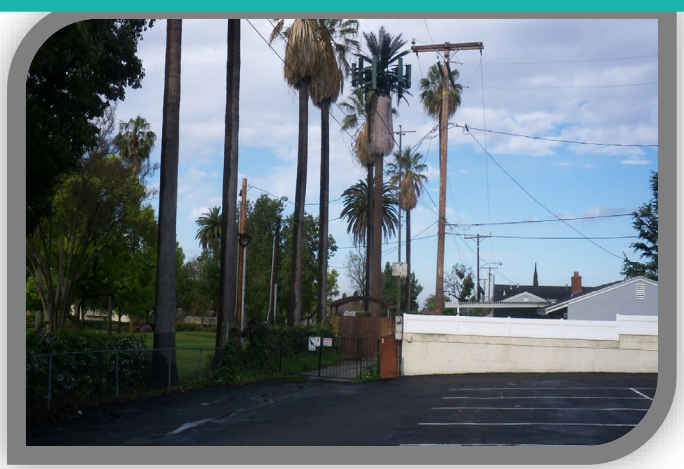
Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Appendix C Historical Resources Evaluation

9976 Peak Lookout Street, Las Vegas, Nevada, 89178
Phone: 702-614-4431; Fax: 702-614-4171
www.aceenvironmentalllc.com

Cultural Resource Records Search and Site Survey



T-Mobile Wireless Site LA03860B
6031 Citrus
Whittier, Los Angeles County, California 90601

ACE project no. 20-265-126-596

August 10, 2020

Prepared for:
T-Mobile
4100 Guardian Street, Suite 101
Simi Valley, California 93063

INTRODUCTION

At the request of ACE Environmental, LLC (ACE), Provenience Group, Inc. (PGI) completed a Cultural Resource Records Search and Site Survey on behalf of T-Mobile (the Client) for Site LA03860A at 6031 Citrus Avenue in Whittier, California (herein referred to as the Site or Project area). Section 106 (36 C.F.R. Part 800) of the NHPA (16 U.S.C. § 470) requires agencies to consider the effects of their undertakings on historic properties through consultation with federal agencies and the State Historic Preservation Officer (SHPO) beginning at the early stages of project planning. Regulations revised in 1997 (36 C.F.R. Part 800 et. seq.) set forth procedures to be followed for determining eligibility of properties for the National Register of Historic Places (National Register; NRHP).

Under NHPA, a historic property is defined as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the NRHP maintained by the Secretary of the Interior. They also can include properties of traditional religious and cultural importance to Indian tribes that meet NRHP criteria. Cultural resources eligible for inclusion in the NRHP include both historic properties formally listed in accordance with regulations of the Secretary of the Interior and all other properties that meet NRHP criteria.

The objective of the records search was to identify previously recorded cultural resources within the Area of Potential Effect (APE) and to complete a pedestrian survey to inventory any previously unknown cultural resources. The work consisted of a records search and literature review of prior studies and previously recorded cultural resources within a 0.50-mile radius of the Project, plus a survey and inventory within the Area of Potential Effect (APE), to determine if any cultural resources qualify as NRHP-eligible historic properties.

T-Mobile's Project includes modifications to an existing lease area, that include excavation of a 17" x 30" hand hole; installation of a new 3" conduit stub out at the base of the utility pole, for a distance of approximately 10' from the hand hole, to the MMP; and installation of a new 2" Y-intercept Telco Conduit to a new 12" x 12" x 8" Telco box and new 2" Telco Conduit from the Telco box to a new AAV cabinet.

According to information obtained from the Los Angeles County Assessor's Office, the subject parcel is identified with Assessor Identification Number (AIN) 8134-019-900. The parcel is within a residential neighborhood. The Project site coordinates (NAD83) are Latitude 33°59'14.1" North and Longitude 118°02'48.3" West.

CULTURAL RESOURCE RECORDS SEARCH

On behalf of PGI, staff at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRS) California State University, Fullerton performed a cultural resource records search of the Direct and Indirect/Visual APE. The record search entailed a 0.50-mile radius around the proposed Project area for prior studies and previously recorded cultural resources.

During the records search the following sources were consulted:

- ✓ SCCIC base map: United States Geological Survey (USGS) Whittier (1965), California 7.5-minute series topographic quadrangle for the Project area.

- ✓ Historic topographic maps.

- ✓ Relevant survey, inventory, and excavation reports and DPR-523 archaeological site records to identify recorded archaeological sites and historic resources (such as buildings, structures, and objects) within the Project search radius.

- ✓ The California Department of Parks and Recreation's California Inventory of Historic Resources (1976) and the Office of Historic Preservation's Historic Properties Directory (2012), which denotes cultural resources listed on the California Historical Landmarks (CHL), California Points of Historic Interest (CPHI), as well as those listed in or determined eligible for listing in the National Register or the California Register of Historical Resources (California Register).

- ✓ Review of the Built Environment Resource Directory (BERD) for historic architecture within the Direct or Indirect APE.

In addition, archival maps, *Sanborn Fire Insurance Maps* at the Los Angeles Public Library, and historic aerial images and topographic maps via historicaerials.com were accessed on-line and reviewed.

RECORDS SEARCH RESULTS

This study was undertaken in accordance with protocols set forth in the *Nationwide Programmatic Agreement for the Collocation of Wireless Antennas Review of Effects on Historic Properties for Certain Undertakings Approved by the Federal Communications Commission Nationwide Programmatic Agreement* (NPA 2004/05). The cultural resource record search and literature review includes the most current GIS information available.

Nine prior cultural resource studies were conducted within the 0.5-mile search radius; four of the studies were performed within the Direct APE (Table 1). No archaeological sites are present within the 0.5-mi search radius (Table 2). There are five previously recorded historic resources within the 0.5-mi search radius (Table 3). Four National Register-eligible historic properties are located within the Project area or search radius; one is also a CHL. One additional California Register-eligible historical resource is within the 0.5-mile search radius. It is located 175 feet from the telecommunication monopalm (Table 4).

Table 1. Previous Studies Conducted within 0.5 Mile of the Project Area.

Study	Author(s) and Date	Title	Study within Project Area	Study within 0.5 mi.
LA-01718	Padon, Beth and John Ellio, 1988.	An Archaeological/historical Assessment of the Dorland 10 Unit Apartments 12402 Dorland Street, Whittier, California.	-	✓
LA-02569	Jertberg, Patricia R., 1991.	Archaeological Assessment of the Whittier Depot Site.	-	✓
LA-06217	Rogge, A. E., 2002.	Cultural Resource Survey Wireless Telecommunications Tower Project. Elmquist (rev.1) Network 12108 Bailey Street Whittier, Los Angeles County, California.	-	✓
LA-06221	Webb, Lois M. and Huey Gene, 1977	Historic Property Survey: Whittier Boulevard Sorenson/Magnolia to Philadelphia, Caltrans District 7.	-	✓
LA-06930	McKenna, Jeanette, 2003.	Historic Property Survey Report: the Whittier Greenway Trail Project, Whittier, Los Angeles County, California.	-	✓

Study	Author(s) and Date	Title	Study within Project Area	Study within 0.5 mi.
LA-08890	Bonner, Wayne H., 2006.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA03860A (Founders Park), 6031 Citrus Avenue, Whittier, Los Angeles County, California.	✓	-
LA-08891	Bonner, Wayne H. and James Keasling, 2006.	Extended Phase I Testing for T-Mobile Telecommunications Facility Candidate LA03860A (Founders Park) 6031 Citrus Ave, Whittier, Los Angeles County, California.	✓	-
LA-11262	Sims, Douglas, 2010.	Site ID: CA-LOS4500, 6031 Citrus Avenue Whittier, California 90601.	✓	-
LA-11281	Wlodarski, Robert J., 2010.	Cultural Resources Record Search and Archaeological Survey Results for the proposed Royal Street Communications, California, LLC, Site LA5353A (Mobile Founders Park) located at 6031 Citrus Avenue, Whittier, Orange County, California, 90602. Resource P-19-178558.	✓	-

Table 3. Previously Recorded Historic Resources within 0.5 Mile of the Project Area.

Primary No.	OHP Status Code	Resource Description	Resources in Project Area	Resources within 0.5 mi.
P-19-178558	1S, 3S	Southern Pacific R.R. Depot at 7333 Greenleaf Avenue in Whittier, constructed in 1892.	-	✓
P-19-178565	3S	Dorland House at 12348 Dorland Street in Whittier, constructed in 1888.	-	✓
P-19-178571	2S2, 3S	Whittier Union High School at 13417 E Philadelphia Avenue in Whittier. Originally established in 1910, with new building expansions through 1940.	-	✓
P-19-178605	1CL, 2S2	Fred C. Nelles Reform School for Juvenile Offenders at 11850 E Whittier Blvd. in Whittier	-	✓
P-19-178615	7L, 7N	Grave of George Caralambo "Greek George" on Broadway, Whittier, dated 1913 (requires re-evaluation)	✓	-

Table 4. Historic Properties and/or Historical Resources within 0.5 Mile of the Project Area.

Source	OHP Status Code	Resource Description	Distance	District	
				Y	N
NRHP	3S	Dorland House	525 feet east	-	✓
NRHP	2S2, 3S	Whittier Southern Pacific R.R. Depot	1,848 feet southwest		✓
NRHP	2S2, 3S	Whittier High School	1.700 feet south		✓
NRHP CHL	1CL, 2S2	Fred C. Nelles Reform School for Juvenile Offenders– CHL 947	2,639 feet		✓
CHL	7L, 7N	Grave of George Caralambo "Greek George." CHL 646, but now requires re-evaluation.	175 feet	-	✓

Source	OHP Status Code	Resource Description	Distance	District	
				Y	N
CPHI	-		-	-	-
HRI	-		-	-	-
Local	-	Whittier's Founders Memorial Park	0 feet	-	-

SUMMARY-RECORDS SEARCH RESULTS

The results of the records search indicate that the Direct APE has been subject to four previous cultural resource studies. There are five historic resources present within the 0.5-mile search radius or the Indirect/Visual APE. Of those, there are four -NRHP-eligible historic properties within the Indirect/Visual APE and one California Historic Landmark (which requires re-evaluation) within the Direct APE. There are no National Register historic properties within the Direct APE.

HISTORIC MAPS REVIEW

Sanborn Fire Insurance Maps

Sanborn Fire Insurance Maps for the Whittier area include April 1888, February 1891, December 1894, March 1900, June 1907, July 1912, January 1915, or January 1925-December 1948*. There I no coverage of the Project area on any of these maps. The 1888 Sanborn map indicates the earliest development in the downtown area of Whittier, about 1.6 miles from the lease site. At that time, the map sheet portrays a few homes, hotels, religious compounds, and fruit packaging warehouses. A public school is visible on the 1891 map. By 1894, the Pickering Land and Water Development Company established a water and fuel pumping station 400 yards south of the lease site. The City of Whittier grew slowly until it experienced a developmental boom of about 400% in 1907. This expansion, which took place in all cardinal directions, remained true until 1948, though at a decelerated rate of about 120%. In 1907, the lease site was raw land, and remained undeveloped throughout the years. A public school was constructed by 1925, about 350 yards west of the lease site.

Limited by the Puente Hills, the northwest Whittier experienced less development compared to the rest of Whittier. By the late 19th century Whittier had a Southern Pacific Train terminal near Hadley and Magnolia Avenues, where products were shipped to market. This changed ca. 1925 when the railroad tracks were extended north, which allowed Whittier to commerce with nearby cities that lay to the west and north of Los Angeles County (cityofwhittier.org).

Historic Aerial Photographs

Review of historic aerial imagery (www.historicaerials.com) beginning in 1948 depict northwest Whittier and areas near the lease site were significantly developed as early as 1953. Although there is no coverage of the lease site in 1948, there are many areas in North Whittier that appear to be fully built out with residential housing development. By 1953, the areas surrounding the lease site acquired their present urban structure. No significant changes were noted in later aerial images.

Historic Topographic Maps

Review of the historic topographic maps dating from 1896 to 1924 show little development in North Whittier. Although the main streets are present near the lease site, Whittier's development focused in the downtown areas of the city. The 1925 historic topographic map shows Mount Olive Cemetery. This cemetery, where the lease site is located, was used for human burials from 1888 to 1957

(whittiermuseum.org). In 1977, Mount Olive Cemetery was transformed into Founders Memorial Park. The headstones were moved to the Pio Pico Mansion and then later transferred to the Whittier Museum. Most of the remains were reclaimed by the closest relatives, and a layer of fill material was used to further conceal any unclaimed graves before the present park was created.

Significant development, visible on the 1925 historic topographic map, occurred in North Whittier and areas surrounding the lease site. The Pacific Electric Railway is in place north of Sorensen Avenue. Union Pacific established its freight railroad in a southeast-northeast direction, approximately 1,400 feet southwest of the lease site. The railroad lines served the City of Whittier, which was a significant national producer of citrus crops and walnuts, and it provided the ability to transport large amounts of goods that required a large workforce to harvest and pack (cityofwhittier.org).

Historic topographic maps after 1925 do not show much detail; however, the 1951 topographic map depicts West Whittier as fully developed. Gregory Avenue, approximately 100 feet northwest of the lease site, is also visible. By then, northwest Whittier and areas surrounding the lease site acquired its present urban infrastructure.

PREHISTORIC CONTEXT

The prehistory of the Los Angeles Basin can be divided into a sequence of four broad spectrum temporal zones (cultural periods) that were compiled by Glassow (et al. 2007) to provide a simplified framework for present and future archaeological research (Table 5). The cultural periods are discussed below.

Table 5. Los Angeles Basin Prehistoric Chronology.

Geologic Epoch	Cultural Period	Period Date Range
Late Pleistocene/Early Holocene	Paleo-Coastal Period	Circa 9500 to 7000/6500 BC
Middle Holocene	Millingstone Period	Circa 7000/6500 to 1500/1000 BC
Late Holocene	Intermediate Period	Circa 1500/1000 BC to AD 750
Late Holocene	Late Period	AD 750 to 1542 (Spanish Contact)

The paucity of archaeological evidence for Late Pleistocene and Early Holocene human occupations in Los Angeles County is due to many factors, including environmental changes in climate, erosional and depositional changes in the landscape, and sea-level changes. Archaeological evidence acquired from the Channel Islands has however shed some light on the local prehistory. Archaeological evidence and associated radiocarbon dates from Daisy Cave (CA-SMI-261) on San Miguel Island, and Arlington Springs Site (CA-SRI-1730) on Santa Rosa Island, have been dated to 9600-9000, and 11,000-10,000 calendar years BC, respectively. The dated occupations suggest a maritime based Paleoindian tradition (Paleo-Coastal Tradition) (Glassow et al. 2007).

The Millingstone Period, or Encinitas Tradition, reflects an ecological adaptation focused on plant collection and processing. The period is marked by a lack of projectile points and faunal remains in archaeological deposits. It is the earliest established cultural occupation of the region, though groups occupying the Los Angeles area were thought to be small and highly mobile, with an ecological focus on gathering of plants, seeds and shellfish, and less on hunting (Sutton 2011; Glassow et al. 2007).

Millingstone Period sites within Los Angeles County are typical of the period. They share a lack of projectile points, and contain many milling implements, such as mortars and pestles. Also, the lack of evidence for cremations during this period suggest a focus on extended inhumations and cairns recorded in the archaeological record (Glassow et al. 2007).

A distinct change in material culture, mortuary practices and settlement and subsistence patterns during the Intermediate Period. The onset of the period is characterized by village settlements, and a subsistence shift to fishing and land based hunting, as shown in the sudden prevalence of projectile points, as well as shell fishhooks, bone harpoon points. Further, the appearance of trade networks, as evidenced by the presence of trade goods such as steatite (talc in massive form), *Olivella* shell beads, and Obsidian from the interior Coso Mountains. Mortuary practices of extended inhumations and cairn construction was replaced by flexed inhumations and cremations (Sutton 2006; Glassow et al. 2007).

The Late Period is characterized by continued population growth and presence of large sedentary villages, with no direct evidence of social complexity that is recorded in surrounding regions during this time period. The appearance of *Olivella* cupped beads, *Mytilus* disk beads and Cottonwood series points, as well as bird stone and spike effigies, are associated with the sudden appearance of Southwestern cultural material, suggesting an expansion of trade networks to the Southwest. Further, an increase in steatite artifacts, elaborate effigies and comals, as well as large vessels, suggest an increase in trade network activity with the Channel Islands. Mortuary practices remain unchanged from the previous Intermediate Period (Sutton 2006, 2011; Glassow et al. 2007).

Aboriginal society underwent major changes soon after Spanish contact in A.D. 1769, in a large part due to the introduction of epidemic European diseases and the consequent high mortality rate.

ETHNOGRAPHIC CONTEXT

Ethnographically, the Los Angeles Basin was occupied by the Gabrielino (Tongva) tribe and the closest village to the Project site was *Ahwiinga* in the Whittier area. Their territory spanned from the Pacific coast eastward to the San Gabriel Mountain range, and from Topanga Canyon southward to Aliso Creek. Additionally, the Gabrielino-Tongva occupied and/or exploited Santa Catalina, Santa Barbara, San Clemente, and San Nicolas Islands. The term Gabrielino (aka Gabrieleno) is derived from the Spanish Mission San Gabriel to describe the neophytes it administered. The pre-contact name for Los Angeles Basin people is Tongva (Bean and Smith 1978; Arnold 2013; Greene *et a*l. 2019).

The Tongva population is estimated to have been between 5,000 and 10,000 inhabitants, including the Tongva that also lived in the Channel Islands, and spoke a Takic branch of the Uzo-Aztecan language family. The Tongva lived in large, permanent lowland villages, and subsisted on a hunting and gathering procurement strategy that included freshwater and marine fish and shellfish, mammals, insects, birds and reptiles (Bean and Smith 1978; Arnold 2013). They established a complex trade network with other tribes from California and also Arizona, with a diversity of goods that included local chert, fish and otter pelts, and marine shell, beads, and ornaments offered in exchange for acorns, obsidian, and non-local seeds (Bean and Smith 1978; Kroeber 1925).

European contact occurred around 1542, although colonization did not begin until at least 1769. In 1797 San Fernando Mission was founded, and the Tongva were forced to live under the direction of the mission priest who required them to farm, raise cattle, tend vineyards and conduct trades as carpenters and tailors—a mission style life. The introduction of mission style living also introduced European diseases that decimated many of the Tongva (Bean and Smith 1978; Arnold 2013). The use of glass beads and metal tools in the archaeological record indicate European prevalence in the area (Sutton 2011).

HISTORIC CONTEXT

Contact Period (A.D. 1542 to 1769)

The 1542 voyage of Spanish navigator Juan Sebastian Cabrillo marked the beginning of European contact in California. However, it was not until 1769 that Gaspar de Portolá's overland expedition, with the intent to establish a Spanish presence in California, passed through the Los Angeles area on the return trip to San Diego from the San Francisco Bay. Several accounts of the expedition exist, including those of Juan Crespi (Brown 2001), Miguel Costansó (Browning 1992), and Pedro Fages (Priestley 1937). Costansó's diary contains observations regarding the native inhabitants' houses, settlement patterns, dress, and customs, as well as their attitudes toward the expedition (Browning 1992:xxv-xxvii).

Mission Period (1769-1834)

Padres Angel Somera and Pedro Cambon founded the San Gabriel Mission on September 8, 1771, but it was moved away from the bank of the San Gabriel River to its current location in 1774-1775 (Reid 1895:24-25; 33). Most of the missions were similar in design and consisted of a church, orchards, and vineyards, plus living quarters for the priests, soldiers, and baptized Indians. Baptized neophytes, instructed in the teachings of the Catholic Church, provided most of the labor to construct and maintain the missions (Barter et al. 1994). San Gabriel Mission laid claim to vast holdings in seven land grants, including "San Pasqual, Santa Anita, Azusa, Cucamonga, Chino, San Jose, and Puente" (Reid 1895:28). According to Father Antonio De La Ascension, one of the goals of Spanish colonization in the California region was to secure the region for Spain through Catholic conversion of the local Native Americans into productive, Catholic, loyal farmers and ranchers (Ascensión 1916). Mission San Gabriel served as headquarters for missionizing the local Gabrielino population, and by 1781 *Pueblo de Los Angeles* was established. However, it was not until 1822 that construction of the Church of Our Lady of the Angeles occurred (Hall 2013; Lantis et al. 1963:184).

Father Fermin Lasuén founded Mission San Fernando, named for King Ferdinand of Spain, in 1797 (Ruscin 1999:196). The Mission later became the site of the largest adobe structure in California. California's unique Mediterranean climate and favorable farming lands gave rise to a strong agricultural economy, and the Mission boasted roughly 30,000 grape vines and 21,000 head of livestock with the help of Native American labor (http://www.discoverlosangeles.com/blog/historical-timeline-los-angeles).

By 1800 there were about 300 residents in Los Angeles (Lantis et al. 1963:184). One of the most significant needs for the fledgling Los Angeles community was water, which was accomplished through the Zanja Madre (or "Mother Ditch") aqueduct. First conceived in plans prepared by Felipe de Neve as the Pueblo's development designs finalize, the system was designed to carry water from the Los Angeles River to serve the needs of residents and agricultural operations, in particular the wine industry (Lantis et al. 1963:184). Over time the system required several improvements, including attempts to shore up the earthen aqueduct with brick and, eventually, concrete and piping. The water quality was mixed to poor over the aqueduct's lifetime, and by the opening of the twentieth century several population booms and growing public demand necessitated an alternative (Hall 2013).

Mexico gained independence from Spain in 1821 and California was transferred into a Mexican territory. Almost immediately, the new government began to destabilize the missions by stripping away the authority of the padres and emptying the mission coffers, which contributed considerably to secularization. In August of 1833, the Mexican Congress passed the Secularization Act, which allowed mission property, including land and livestock to be confiscated (Engstrand 1997:34). That same year,

representatives of the regime carved up former mission property and distributed large land grants to influential political and military leaders as repayment for their service to the government.

Rancho Period (1834-1850)

The new government also sought to increase the Mexican population in California by creating mechanisms through which private individuals, including Mexican nationals and foreign immigrants, could officially own land. Mexican governors presiding over California gained the power to grant large ranchos to Mexican citizens, upon request. During this period "some ten million acres of land or 10 percent of the surface area of present-day California, had passed into private hands" (Hackel 1997:132). California also opened up to international trade, which caused "great and rapid economic transportation" as foreign companies competed for access to the developing hide-and-tallow industry (Hackel 1997:130).

On July 7, 1846, U.S. annexation of California was proclaimed in Monterey, and on February 2, 1848, the signing of the Treaty of Guadalupe Hidalgo put an end to the war between Mexico and the U.S., and California became an American territory. The following year, 1849, gold was discovered in northern California along the American River in northern California and settlers flooded the state. Although not directly involved, the Los Angeles ranchos enjoyed the increased demand for livestock products by immigrant populations (http://avalon.law.yale.edu/19th_century/guadhida.asp).

American Period (1850 to Present)

The year 1850 ushered in the American Period, and Los Angeles was incorporated as a municipality and four months later California was admitted into the Union as the 30th state. Under the Land Act of 1851, ownership of land granted during Spanish and Mexican rule required confirmation by the Public Land Commission before they were considered valid. This meant that individuals and families who owned land granted to them by the Mexican government had to defend their claims in the U.S. District Court (Lantis et al. 1963).

The City of Los Angeles increased their livestock industry during the mid-19th century in response to the amplified demand for beef and other meat products by gold rush miners in northern California, and accordingly, new industries emerged as an outcome to the growing populace. A major boom was recognized after the railroad gap was filled between northern and southern California in 1876. It was followed by the opening of a direct rail line between the east and west coasts by the Southern Pacific in 1881 and the second Santa Fe transcontinental railroad in the mid-1880s, which greatly eased many of the most challenging aspects of cross-country travel and influenced more incomers to the region (Lantis et al. 1963:185). As rail technology improved into the 1880s, the prices of a train ticket from Kansas City to Los Angeles fell to a low one dollar. This prompted increased boosterism and another population boom for Los Angeles County (Hall 2013:146).

Agriculture continued to be a strong California industry, as the introduction of the seedless navel orange from Brazil in 1873 strengthened California's increasingly popular citrus industry. With the growth of refrigerated boxcar technology, California oranges enjoyed growing consumption by East Coast residents. Agriculture began to replace grazing and ranching efforts as the mainstay of the local economy and in 1890 the population of Los Angeles increased to 50,000 residents (Landis et al. 1963:185).

Another growing industry, oil production, found strong reserves in the Los Angeles area, with four wells producing oil prior to 1900. By the closing of the 19th century, roughly five hundred oil wells were operating in Los Angeles and California became the third-largest oil-producing state in America (Landis et al. 1963:185).

Between 1902 and 1914, the population of Los Angeles tripled in size, largely the result of a boom in agriculture, oil production, tourism, and development of the motion picture industry. With the arrival of a third transcontinental railroad link at Whittier Narrows in 1905, the rail lines were buzzing with manufacturing and industrial pursuits. The advent of the automobile in the early 20th century also allowed for increased travel to and within the City of Los Angeles and surrounding area (Landis et al. 1963:185).

As was the case with earlier settlements in the region, as well as present day, a lack of consistently available water in the Los Angeles Basin inspired William Mulholland and his team to seek opportunities for a reliable water supply. After a contentious planning and designing process, Mulholland's team successfully completed the Los Angeles Aqueduct in 1913, which supplied the city with ample, high quality fresh water, at the cost of the Owens Valley agricultural industry. President Theodore Roosevelt sanctioned the contentious project, arguing that "the constant purpose of the government in connection with the Reclamation Service has been to use the water resources of the public lands for the ultimate greatest good of the greatest number." It did not stop attempts by vandals to dynamite portions of the aqueduct in 1924. Once water sources were secured, however, it opened the floodgates for a variety of artistic and economic pursuits (Hall 2013:148-155).

Hollywood's famous film industry got its first beginnings with the filming of Cecil B. deMille's Hollywood movie, *Squaw Man*, in 1913. However, it would be D.W. Griffith's 1915 *Birth of a Nation* that defined many aspects of modern cinema, including controversy over its subject matter (http://www.discoverlosangeles.com/blog/historical-timeline-los-angeles).

As the aviation industry grew in the early twentieth century, Los Angeles opened Los Angeles International Airport in 1930. In addition, shipbuilding became the primary business of the Port at San Pedro as Los Angeles reorganized production to provide shipbuilding services to the war effort during World War II (Landis et al. 1963:185).

With the close of World War II and the desire among many returning service people to establish a "normal" life after so much destruction and scarcity, Los Angeles experienced a massive influx of people and a vast suburbanization of the region. Real estate investors and homebuilders, inspired by construction innovations by William Levitt, looked to cash-in on growing families with more disposable income, automobiles to commute to work, and a belief that homeownership was a perfect expression of the "American Dream" (Hall 2013:194-195). President Eisenhower's plan to develop an extensive interstate highway system, and the Federal Highways Act of 1956, eased access to, and around, Los Angeles County, and contributed to population booms and urbanization during this period. Partly inspired by war-time development, Los Angeles experienced a shift in economic strength over the next decades, as manufacturing and technology industries supplanted largely agricultural producing operations, which also influenced the rise in suburban development (Hall 2013:198-201).

By the mid-20th century, Los Angeles attained the distinction of being the largest city in the Western United States and the largest in the State of California. Nationally, Los Angeles was second only to the population of New York City. As of 2015, Los Angeles' estimated population was 3,971,883, with the wider Los Angeles County's population amounting to roughly 9,818,605 (http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml).

WHITTIER HISTORY

Whittier is part of the original Tovaangar home to the Tongva Native American group. The Tongva people, also referred to as the Gabrielino because of their association with Mission San Gabriel, were a partially nomadic hunter-gatherer people. Through tribal histories as well as ethnographic and archaeological research, the Tongva are known to have lived in the area for at least the last 3,000 years up into the present. European contact in the 1700's began the destruction of their traditional way of life and future adjustment to European colonization and eventually American settlement.

In 1784 Manuel Nieto, a retired captain who served in the Portola Expedition, was granted 300,000 plus acres of land by the King of Spain. The land grant, in what is now California, stretched from the hills north of Whittier to the sea, and from the Santa Ana River to the San Gabriel River. By 1822 Mexico had achieved political independence from Spain, recalled the Spanish-appointed Governor from Alta California and appointed its own. In 1834 Mexico began to "secularize" the missions and issued land grants to individual rancheros. Juan Crispin Perez received a grant for Rancho Paso de Bartolo in 1835 for land that had initially belonged to the San Gabriel Mission. Perez eventually sold five parcels of the Paso de Bartolo land to Pio de Jesus Pico (1801-1894), a ranchero who had already served as Governor once (1832-33) and was to become last Mexico-appointed Governor of California (1845-46). Pico built his home east of the San Gabriel River and South of Whittier Boulevard.

Modern Whittier roots can be traced to 160 acres of public land acquired in 1868 by Jacob Gerkens. Gerkens was a German immigrant who paid $234 to the U.S. government for the land under the auspices of the Homestead Act. Mr. Gerkens built a small cabin on the land, which stands today as the Jonathan Bailey House. The land changed hands several times before 1,259 acres were acquired in 1887 by a group of Quakers interested in founding a new community in California. The group acquired the land as the Pickering Land and Water Development Company. The town was named after fellow Quaker John Greenleaf Whittier, a famous poet, writer, and newspaper editor (City of Whittier: A short History).

CULTURAL RESOURCES SITE SURVEY

On May 11, 2020 the Direct APE was visited and the proposed lease area investigated by PGI archaeologist Ignacio Requena as part of the cultural resources compliance review.

Direct APE

The existing telecommunications site is at the northwest end of Founder Memorial Park surrounded by a residential area with houses that appear to be more than 60 years old. The existing telecommunications antenna, which is camouflaged as a palm tree, was erected in an open space between the north side of Founder Memorial Park and the backyard of a private residence. The surface of the Direct APE, where visible, is composed of sandy clay that relates to Late Pleistocene-Holocene alluvial fan sediments; however, the topsoil may represent a layer of fill placed on the natural ground surface. Proposed ground disturbances at the lease site include installation of a 3" PVC conduit stub out from a new 17 x 30 inch handhole to the base of the pole, and new Y-intercepts will be placed on the existing conduit path. New conduit will be placed at a minimum depth of 36 inches. Although much of the work will occur in previously disturbed soils and previous archaeological testing took place in 2006, there still remains a possibility that an unmarked grave will be exposed. As a result, the Direct APE appears to have a moderate potential for archaeological resources.

Indirect APE/Visual APE

The Indirect/Visual APE was identified as a 250-foot visual radius of the Direct APE, as well as the 0.50-mile records search radius from the Project area, in keeping with the 2005 NPA. To the north and west, the Indirect/Visual APE is dominated by residences. An open vehicular parking area is present to the east. The view to the southwest, south, and southeast is entirely dominated by Founder Memorial Park. There are four NRHP historic properties within the Indirect/Visual APE. The scope of work consists of updating the current telecommunications hardware within the lease area, but the new hardware will be housed within the existing monopalm antenna and AAV cabinet, so no new visual changes will be introduced. Soils in the Indirect APE consist of sandy clay; however, soils will not be disturbed in the Indirect APE.

DETERMINATION OF EFFECT

Direct APE

There are no recorded National Register Historic Properties within the Direct APE, but Founder's Memorial Park is a locally important property and there is one CHL recorded within 175 feet. The surrounding residences, that appear to be more than 60 years old, will not impacted by the existing telecommunications facility or proposed modifications. However, the Project entails excavation of soils not previously disturbed by prior trenching in the lease site. As such, there appears to be ***No Adverse Effect*** upon Historic Properties with respect to the Direct APE, subject to conditional archaeological monitoring.

Indirect/Visual APE

No modifications are proposed to the monopalm telecommunications antenna, and there will not be any other noticeable changes that will cause additional visual effects to National Register Historic Properties. As such, there appears to be ***No Adverse Effect*** upon Historic Properties within the Indirect/Visual APE.

MANAGEMENT RECOMMENDATIONS

Summary

In keeping with 36 CFR 800, and the PA, staff at the SCCIC completed a cultural resource records search on behalf of PGI and archaeologist Ignacio Requena performed a cultural resource records search to assess potential adverse effects as a result of the proposed undertaking. The results of the cultural resource records search and survey indicates the Project will have ***No Adverse Effect*** upon the Direct APE and ***No Adverse Effect*** upon the Indirect/Visual APE.

Recommendations

The undertaking appears to have ***No Adverse Effect*** upon the Indirect/Visual APE, and a conditional ***No Adverse Effect*** upon the Direct APE. Given that previous archaeological testing in 2006 obtained negative results for this Project, appropriate mitigation for the current scope of work will consist of archaeological monitoring during construction-related ground disturbances, under the supervision of a qualified archaeologist.

If cultural materials (prehistoric and/or historic artifacts) are encountered during the course of ground-disturbances associated with this Project, work should be diverted away from the area associated with the unanticipated discovery, until a qualified archaeologist can inventory and assess the historical significance of the find(s).

If human remains, associated grave goods, or sacred objects are encountered during the course of ground-disturbance activities associated with this Project, all ground-disturbing construction work shall halt, and in accordance with Section 5097.98 of the California Public Resources Code, the County Coroner shall be notified immediately to make a determination about the nature of the remains. If the human remains are Native American in origin, then the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. In accordance with Section 7050.5 of the California Health and Safety Code, the NAHC will immediately notify the Most Likely Descendant (MLD), who will have 48 hours after being granted access to the location of the remains, to make recommendations for the proper treatment and disposition of the remains. The recommendation by the MLD may include scientific removal and preservation-guided anthropological and/or scientific analysis of human remains, grave goods, sacred objects, and/or items of cultural patrimony associated with Native American burials in accordance with Section 7050.5 of the California Health and Safety Code. Work will be suspended in the area of the human remains until the MLD's recommendations are implemented.

LIMITATIONS STATEMENT

PGI's professional services have been performed, our findings obtained, and our recommendations prepared in accordance with standard principles and practices in the field of environmental consulting services. This statement is in lieu of other statements either expressed or implied.

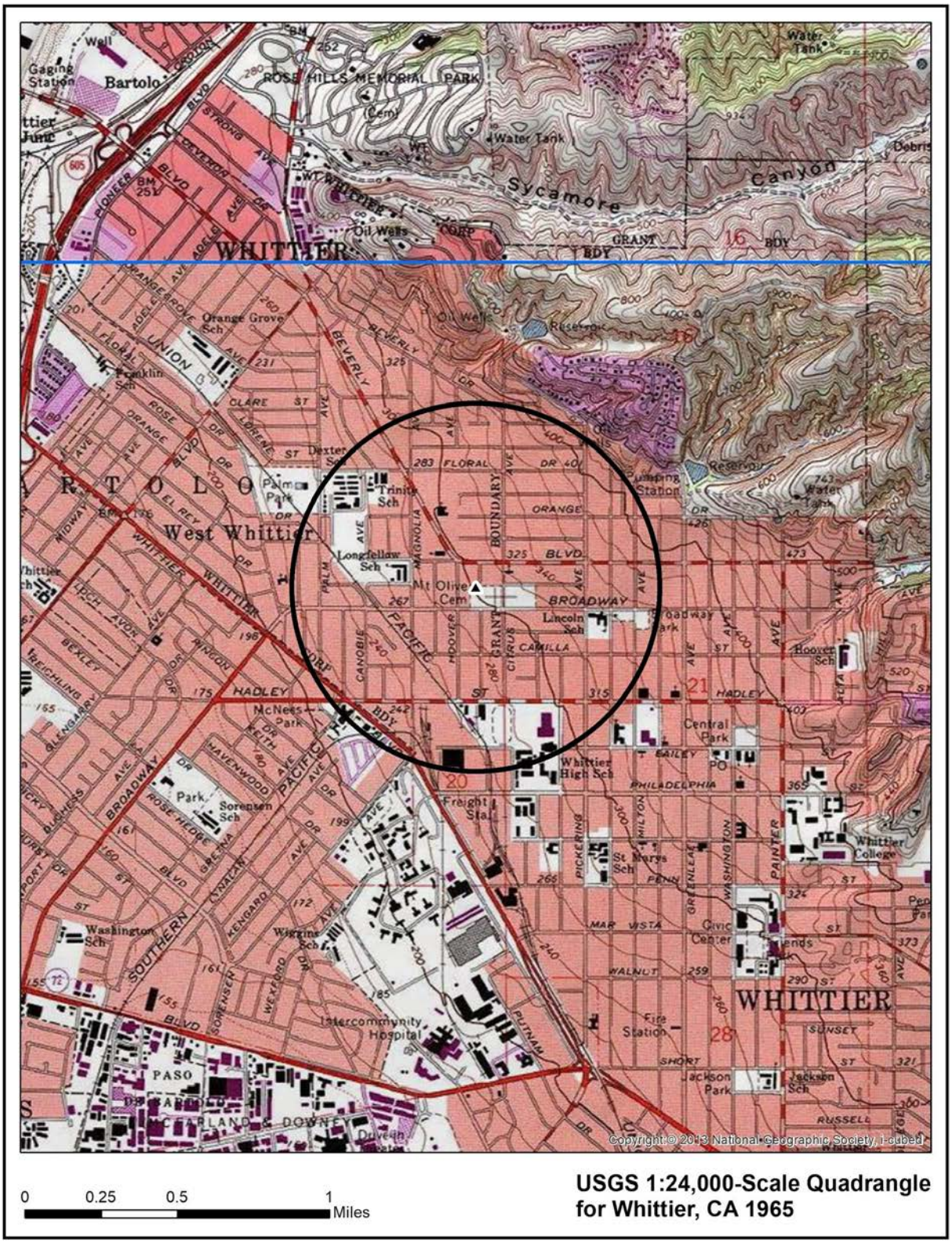
This report is intended for the sole use of T-Mobile and may not be used or relied upon by any other party without the written consent of T-Mobile and ACE Environmental. The scope of services performed in this evaluation may not be appropriate to satisfy the needs of other users and use or re-use of this document or the findings, conclusions, or recommendations is at the risk of said user.

It is the Provenience Group, Inc./ACE Environmental team's goal to provide value-added services to our clients, thus becoming an integral member of their team. For further assistance regarding this project, please do not hesitate to contact the undersigned cdenardo@proveniencegroup.com.

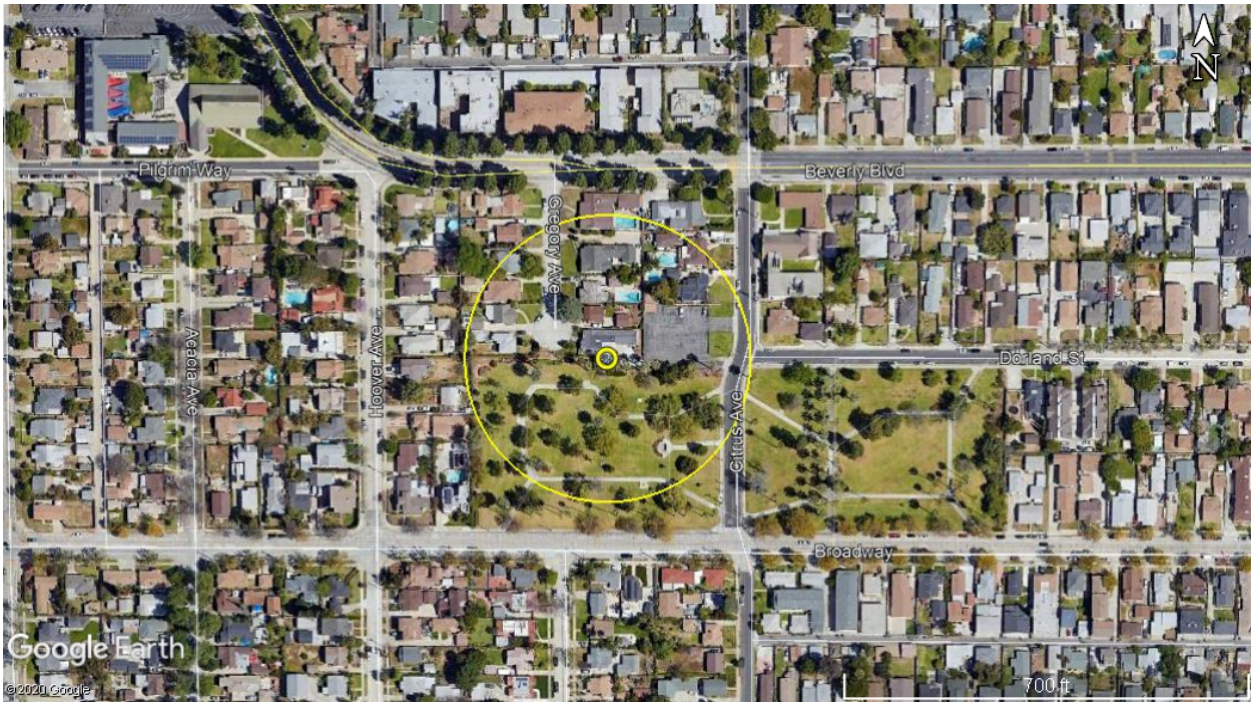
Sincerely,

Carole Denardo, M.A., RPA
Principal- Sr. Archaeologist /Architectural Historian
Provenience Group, Inc.

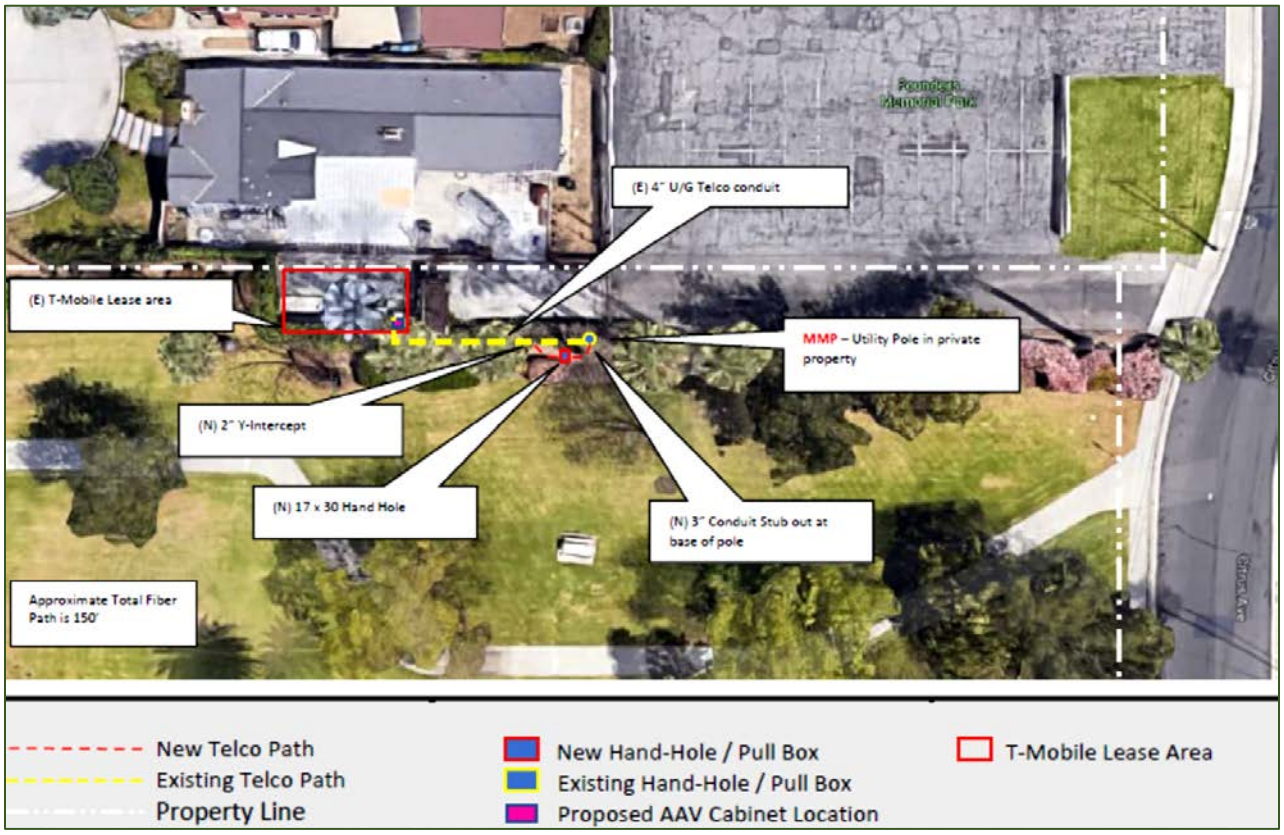
Attachments: *Topographic Map, Photos, References, Resumes*



Whittier, CA (1965) topographic map.



Direct APE on aerial photograph.



Construction plans.

Photo 1. View towards Direct APE, facing south.

Photo 2. View towards Direct APE, facing north.

Photo 3. View towards Direct APE, facing west.

Photo 4. View towards Direct APE, facing east.

Photo 5. View from Direct APE, facing north.

Photo 6. View from Direct APE, facing south.

Photo 7. View from Direct APE, facing east.

Photo 8. View from Direct APE, facing west.

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RESUMES

CAROLE A. DENARDO, M.A., RPA
Owner / Principal
Cultural Resources Manager
PROVENIENCE GROUP, INC.

Summary of Qualifications

Ms. Denardo is an archaeologist with over 34 years of practice in prehistoric and historical archaeology, and she is also qualified to perform architectural history studies. She has conducted over 900 cultural resources studies, inventories, and impact evaluations in the Western United States, specifically in California, Arizona, Nevada, Oregon, and Hawaii. She obtained an M.A. in Archaeology and Heritage from the University of Leicester, England, and a B.A. in Anthropology from California State University, Long Beach. She also completed one year of graduate studies at West Coast University with a major in Environmental Management.

Ms. Denardo is a Registered Professional Archaeologist. She meets professional standards to conduct archaeological and historic architectural resources studies as set forth by the U.S. Secretary of the Interior and she also meets California Department of Transportation (Caltrans) Professional Qualifications for both Archaeology Principal Investigator and Architectural History Principal Investigator.

At **PROVENIENCE GROUP, INC.** Ms. Denardo serves as owner/principal investigator, and project manager for prehistoric and historical archaeological investigations, and architectural history technical studies. Ms. Denardo has conducted and supervised numerous technical studies and impact assessments for compliance with federal laws including Sections 106 and 110 of the National Historic Preservation Act (NHPA), National Environmental Policy Act (NEPA), and various state laws such as the California Environmental Quality Act (CEQA) for clients in both the public and private sectors. In addition, for the past 7 years, she has been involved with Cultural Resources management services in support of the Owens Lake Dust Mitigation Project (OLDMP), including Phases 7, 7a, 8, and 9 (with Garcia and Associates). Cultural resources studies in support of the OLDMP ranged from Phase I archaeological and paleontological surveys, Extended Phase I and Phase II excavations and evaluations, Phase III data recovery excavations, environmental documents (EIRs) and long-term construction monitoring.

Professional Employment

2015 to present. **PROVENIENCE GROUP, INC**. Owner and Principal. Cultural Resources Management.
2002 to 2015. Garcia and Associates (GANDA). Cultural Resources Manager, Senior Archaeologist, and Senior Architectural Historian.
1995 to 2002. Applied EarthWorks. Field and Laboratory Director, Architectural Historian.
1994 to 1995. SAIC. Laboratory Director and Staff Archaeologist.
1990 to 1994. Wilcoxon Consultants. Laboratory Director, Researcher, and Staff Archaeologist.
1986-1989. University of California, Santa Barbara – Center for Archaeological Studies. Laboratory Director and Analyst.

Years of Experience

34+

Education

M.A., Archaeology and Heritage, University of Leicester, England; Environmental Management Studies, West Coast University; B.A., Anthropology, California State University, Long Beach

Licenses/Registrations

Registered Professional Archaeologist #1222

Certifications

OSHA 40-hour HAZWOPER Training (1998)

HAZWOPER Supervisory Training (1999)

8-hour HAZWOPER Refresher updated in 2015

Recent Experience

Archaeological Testing for the East Garrison Bulk Fuel Storage Facility Project at Camp Roberts, Monterey County, California. (**Provenience Group**). Principal Investigator and Project Manager. **Provenience Group** developed and implemented research strategies to identify the boundaries of a prehistoric lithic scatter and determine the site's NRHP eligibility. Other tasks included coordination with the CA ARNG archaeologist and other Camp Roberts personnel, an archaeological record search and review, background research, and preparation of a historic, prehistoric, and ethnographic context, and research design. Provenience Group also developed a Health and Safety Plan that included a detailed Accident Prevention Plan reviewed daily by field staff. Field tasks comprised an updated pedestrian survey, surface collection, and archaeological excavations. Post-field tasks included laboratory analysis and production of a technical report for review by the CA ARNG, Army Corps of Engineers, and SHPO.

***Imperial County Environmental, Cultural, and Other Clearance Survey Project, Imperial County, California*.** (**Provenience Group**) Project Manager. **Provenience Group** teamed with Evans & De Shazo for the California State Lands Commission (CSLC) project. Ms. Denardo served as Project Manager for a complex environmental review project that included biological, cultural, and paleontological resources, which required a UXO (MEC) clearance survey. The project area included several cultural resource types, including above ground historic structures, and trash scatters that were identified and recorded on DPR 523 forms, as well as paleontological resources. Final deliverables for the CSLC, prepared in compliance with CEQA, included a summary report and biological, cultural, paleontological, and UXO clearance reports.

Phase I Cultural Resources Assessment – Graves Reservoir Replacement Project, 2225 El Molino Avenue in San Marino, Los Angeles County, California. (**Provenience Group**). Principal Investigator and Cultural Resources Project Manager. Under subcontract to MWH, **Provenience Group** completed cultural and paleontological record searches, Native American consultation, a pedestrian survey and inventory, and preparation of a technical report that described the study findings and discussed mitigative measures in accordance with both Section 106 of the NHPA and CEQA requirements. Environmental review for the project complied with CEQA-Plus requirements because partial federal funding through the State Revolving Fund (SRF) Loan Program.

***Historic Structures Evaluation Report for 1385 Sinton Road, Santa Maria, California*.** (**Provenience Group**) Architectural Historian. At the request of Mark Gudmunds and on behalf of Betteravia Farms, performed historic background research and a historic resources evaluation in accordance with the Secretary of Interior's Standards and Guidelines (National Park Service 1983) and evaluated according to National Register of Historic Places (NRHP) California Register of Historic Resources (CRHR) criteria, and County of Santa Barbara guidelines. The residence was found not to retain integrity of location, because it has been moved from its original location and the setting diminished because a nearby modern industrial building reduces the viewshed from the road. In addition, physical alterations contributed to a loss of integrity of design, materials, and workmanship, making it ineligible for inclusion in the NRHP/CRHR or a historical resource under County of Santa Barbara Guidelines.

Historic Resource Inventory and Evaluation – 440 El Sueno Road, Santa Barbara County, California. (Provenience Group). Principal Investigator and Architectural Historian. Conducted a historic building assessment for property owners Roberto and Sandra Curiel and the Santa Barbara County Planning and Development Department. The project required extensive historic research and context, preparation of chain of property ownership and improvements to the subject property, and preparation of a technical report that complies with CEQA and Santa Barbara County guidelines.

Proponent's Environmental Assessment - PG&E's Glenn #2 60 k V Transmission Line Reconductoring Project. (Garcia and Associates) Cultural Resources Principal Investigator and Project Manager. Analyzed the potential impacts to cultural resources from Project-related construction. The Project objective was to maintain and update 12 miles of existing electrical transmission line and six switch poles between Hamilton City and Princeton, in Glenn and Colusa counties, California. The scope of work comprised background literature research, record searches of previously recorded cultural sites and surveys in the area, consultation with Native Americans, and field surveys in sections of the Study Area. Field survey resulted in the identification and recordation of six historic-era resources within the Study Area, including a sugar mill plant, a railroad spur, culverts, a bridge, and two segments of a canal,

and three more previously recorded prehistoric isolated artifacts. Other known resources in the Project Area included two segments of the Colusa & Hamilton Railway and two monuments. The PEA included an analysis of potential impacts to cultural resources and mitigation measures.

Proponent's Environmental Assessment - Palermo-Colgate-Rio Oso 230 kV Transmission Line Project, Butte, Yuba and Sutter Counties, Section 8: Cultural Resources. (Garcia and Associates). Provided peer review of the PEA, which analyzed cultural resources within segments of the Project corridor that would be subject to construction disturbance and the potential impacts to these resources from Project-related construction. Methods used to analyze cultural resources included background literature research, record searches of previously recorded cultural sites and surveys in the area, consultation with Native Americans, as well as field surveys in all sections of the Project Area where ground disturbance was proposed in the APE.

Southern California Edison's Santa Barbara County Reliability Project. (Garcia and Associates). Cultural Resources Principal Investigator and Project Manager under contract with Southern California Edison (SCE). The purpose of the Santa Barbara County Reliability Project (SBCRP) was to ensure the availability of safe and reliable electric service to help meet customer electrical demand in the Santa Barbara County South Coast area during emergency conditions, while also enhancing operational flexibility. The objective of the cultural resources study was to characterize archaeological and paleontological resources that could be impacted by implementation of the project, located in Santa Barbara and Ventura counties, California. The scope of work comprised records searches at the Central Coast Information Center (CCIC) and the South Central Coast Information Center (SCIC), as well as archival research of maps and documents. These records search and research efforts addressed the SBCRP's entire 1,747-acre Area of Potential Effect (APE). In support of this investigation, an intensive pedestrian survey of additional areas was added to the Project due to changes in engineering, which addressed an additional 1,551 acres. The assessment was prepared pursuant to the provisions and requirements of Section 106 of the National Historic Preservation Act (NHPA; 16 U.S.C. 470 et seq. and 36 CFR 800, the implementing regulations and the California Environmental Quality Act (CEQA) as amended (PRC §21000 et seq.; California Code of Regulations, Title 14 §15000 et seq.). The SBCRP has the potential to result in a direct physical change in the environment and would be subject to discretionary approval by the California Public Utilities Commission (CPUC), and therefore constitutes a Project under CEQA with the CPUC acting as lead state agency. In addition, portions of the Project were located within lands administered by the Los Padres National Forest (LPNF) and the Bureau of Reclamation (BOR), so the Project also constitutes a federal undertaking as defined by 36 CFR 800.16(y).

Pacific Gas and Electric (PG&E) Distribution Constraints Analyses (Garcia and Associates). Cultural Resources Project Manager for constraints analyses work projects. Reviewed desktop analyses and technical reporting for numerous constraints assessments aimed at non-compliant gas and electric distribution line projects throughout California. Coordinated with federal and state agencies on emergency or urgent work projects.

Coyote Electrode Replacement Project, Yermo, San Bernardino County, California. (Garcia and Associates) Cultural Resources Principal Investigator and Project Manager. Under a sub-contract with MWH, managed archaeological and paleontological studies for replacement of an underground utility line project. The work included records searches, Native American consultation, surveys, and documentation of archaeological sites and paleontological research in the project area. The work entailed extensive consultation with the BLM.

Archaeological and Historic Architectural Studies for the Hwy 246/Alamo Pintado Interchange Project, Solvang, California. (Garcia and Associates). Cultural Resources Project Manager. Prepared Caltrans deliverables, including Preliminary Environmental Analysis Report (PEAR) and Project Study Report (PSR) sections, Study Area and Area of Potential Effects (APE) map, Archaeological Survey Report (ASR), Historic Resources Evaluation Report (HRER), Historic Property Survey Report (HPSR), and Historic Resources Compliance Report (HRCR) studies. Supervised archaeological survey and architectural history inventory and coordinated with the geoarchaeologist. Garcia and Associates subcontracted to Quincy Engineers for the City of Solvang and Caltrans District 05, San Luis Obispo, California.

Archaeological Testing for the East Garrison Bulk Fuel Storage Facility Project at Camp Roberts, Monterey County, California. (Provenience Group). Principal Investigator and Project Manager. Provenience Group developed and

implemented research strategies to identify the boundaries of a prehistoric lithic scatter and determine the site's NRHP eligibility. Other tasks included coordination with the CA ARNG archaeologist and other Camp Roberts personnel, an archaeological record search and review, background research, and preparation of a historic, prehistoric, and ethnographic context, and research design. Provenience Group also developed a Health and Safety Plan that included a detailed Accident Prevention Plan reviewed daily by field staff. Field tasks comprised an updated pedestrian survey, surface collection, and archaeological excavations. Post-field tasks included laboratory analysis and production of a technical report for review by the CA ARNG, Army Corps of Engineers, and SHPO.

***Cultural and Paleontological Studies for Chevron's Kettleman Hills Oil Fields Well Reactivation Project*.** (Garcia and Associates). Project Manager and Principal Investigator. Under subcontract with ERM, prepared cultural and paleontological resources compliance documentation: record searches, review of DOGGR files, Native American consultation and coordination with the BLM, field survey and inventory, completion of customized Cultural Resources Forms, and a report for submittal to the BLM. Also prepared a Worker Environmental Awareness Paleontological Training (WEAPT) PowerPoint presentation and Paleontological Resources Management and Mitigation Plan (PRMMP).

Owens Lake Dust Mitigation – Cultural Resources IDIQ Contracts for the Los Angeles Department of Water and Power (2008-2015). (Garcia and Associates). Cultural Resources Principal Investigator and Project Manager, for subcontracts with four firms (KDG Development & Construction, Power Engineers, AECOM, and MWH Americas), to conduct archaeological and paleontological investigations for the LADWP. Since 2008, completed than 30 task orders for the Owens Lake Dust Mitigation Project in Inyo County, California. Specific projects included the preparation of an initial Cultural Resources Monitoring and Mitigation Plan, followed by development of monitoring protocols and long-term construction monitoring, numerous archaeological and paleontological surveys and inventories, and archaeological excavations. Tasks required consultation with LADWP, CSLC, Bureau of Land Management (BLM), Great Basin Unified Air Pollution Control District, and Native Americans; preparation of research designs and testing and data recovery plans; evaluative and data recovery excavations and surface collections; laboratory analysis, specialist studies and geoarchaeological sieve studies; and technical reporting. Specific paleontological survey and monitoring studies included fossil collection using plaster field jackets, lithologic and/or palynologic analysis, water-screening, and microscopic analysis of bulk soil samples.

Ignacio Requena, M.S.
Staff Archaeologist
Provenience Group, Inc.

Mr. Requena has achieved more than 7 years of experience both as an undergraduate-graduate student and as a professional archaeologist throughout Southern California. He has achieved three years of archaeological ad-honorem internship experiences participating in two academic projects: lithic analysis and taphonomical bioarchaeology. His area of expertise lies in both prehistoric and historic archaeology.

Mr. Requena is responsible for assessing resource significance and project effects, mitigation execution, directing archaeological surveys and excavations, and preparing the necessary documentation to address the standards of the National Register of Historic Places and California Register of Historical Resources.

Select Experience/Projects

Southern California Edison, Archaeological On-call Services, Various Locations, California. March and April 2020.

Mr. Requena has conducted field surveys in remote USFS and BLM lands for Southern California Edison throughout Southern California. This far, the field surveys were performed in Morongo Valley, Barstow, and Needles the BLM, plus the Los Padres and Sierra National Forests.

AT&T and T-Mobile, Archaeological On-call Services, Los Angeles County, California.

From March through May 2020, Mr. Requena participated in numerous pedestrian field surveys within Los Angeles County (12-95 to 12-106 Cell Towers). Aside from conducting NHPA Section 106 field surveys for these projects Mr. Requena also examined historic maps and historic research of each Project area. Prepared reports and made No Effect, No Adverse Effect, or Adverse Effect determinations.

Extensive archaeological excavations and field surveys throughout Southern California.

Mr. Requena has participated in numerous archaeological excavations with varying complexity throughout California including:

- Strauss Wind Energy Project of Lompoc (10966, phase 25)
- Montecito Water District of Santa Barbara (12052, phase 3).

Mr. Requena has also participated in smaller Phase I construction projects within California. This includes multiple sites in Santa Barbara County (Santa Barbara Airport area SBA-58-1769, downtown Santa Barbara and Buellton 19-07451), San Luis Obispo County (Pismo Beach 18-06496). Mr. Requena has also participated pedestrian field surveys at the Malibu Golf Course (18-06639) and Camarillo Golf Course (20-09133).

Years of Experience

7+

Education

University of La Plata, Buenos Aires, Argentina. M.S., Anthropology/ Archaeology, 2019.

Thesis title: Lithic Material Analysis from the Archaeological Site Pomona (Middle Valley of Rio Negro).

University of La Plata, Buenos Aires, Argentina. B.A. Anthropology/ Archaeology, 2015.