GARFIELD AVENUE BUS TURNOUT PROJECT INITIAL STUDY WITH PROPOSED MITIGATED NEGATIVE DECLARATION

PREPARED FOR:

The City of Montebello
1600 W Beverly Boulevard
Montebello, CA 90640
Contact: Rita Montalvo, PE, Assistant Public Works Director
(323) 887-1200 ext. 469

PREPARED BY:

ICF
555 W. 5th Street, Suite 3100
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May 2023

ICF. 2023. *Garfield Avenue Bus Turnout Project Initial Study with Proposed Negative Declaration*. March. (ICF 104185) Los Angeles, CA. Prepared for the City of Montebello. Montebello, CA.

Project Information

Pursuant to: Division 13, Public Resources Code

1.	**Project Title:**	Garfield Avenue Bus Turnout Project
2.	**Lead Agency Name and Address:**	1600 W Beverly Boulevard, Montebello, CA 90640
3.	**Contact Person and Phone Number:**	Rita Montalvo, PE, Assistant Public Works Director (323) 887-1200 ext. 469
4.	**Project Location:**	Via Campo and Garfield Avenue
5.	**Project Sponsor's Name and Address:**	City of Montebello, 115 South Taylor Avenue, Montebello, CA 90640
6.	**General Plan Designation:**	Transportation Facility; General; Medium-Density Residential
7.	**Zoning:**	One-Family Residential (R-1); Multi-Family Residential (R-3); General Commercial (C-2)

8. Description of Project:

The City of Montebello is proposing improvements along Via Campo and Garfield Avenue between State Route 60 and Via San Clemente in the City of Montebello, California. Garfield Avenue currently features a bus stop within the outside southbound lane between Via Campo and Via San Clemente. This configuration introduces conflict between the buses servicing the bus stop and other vehicular traffic on both Garfield Avenue and Via Campo. The City of Montebello proposes to separate the existing bus stop pad just south of the intersection of Garfield Avenue and Via Campo from the Garfield Avenue southbound lanes by constructing a bus turnout lane. The bus turnout lane would allow a bus to come to a stop clear of the through traffic lanes. This eliminates the safety hazard caused by queued vehicles stranded behind the stopped bus, which could extend to, and potentially block, the intersection due to its proximity. The elimination of obstructions to passing vehicles on Garfield Avenue increases the safety for the traveling public.

To facilitate the turning radius and address, a dedicated right-turn lane is proposed on eastbound Via Campo at the Garfield Avenue intersection. A raised median is proposed on Garfield Avenue between Via Campo and Via San Clemente to provide clear delineation between northbound and southbound lanes. Finally, to enhance operations and improve safety of movements at the Via San Clemente and Garfield Avenue intersection based on future traffic volume projections, a dedicated right-turn lane is proposed on southbound Garfield Avenue approaching Via San Clemente. To facilitate these improvements, new roadway pavement, overlay and slurry, Americans with Disabilities Act-compliant curb ramps, sidewalks, and a parkway would be constructed along with modifications to conflicting utilities, storm drain systems, and traffic signals at the Via Campo/Garfield Avenue and Garfield Avenue/Via San Clemente intersections. The parkway would include a 4-foot-wide path along the eastern side of Garfield Avenue bordering the eastern edge of the sidewalk. Further details about the design of the parkway will be provided in later phases of design.

9. Surrounding Land Uses and Setting:

Park, Recreation, and Open Space; General; Commercial

10. **Other Public Agencies Whose Approval is Required:**
    The following permits, reviews, and approvals would be required for project construction.
    - Building Permit
    - Demolition Permit
    - LA County Flood Control
    - Montebello Bus Lines

11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, has consultation begun?**
    On August 8, 2022, the City sent letters with the project details and an invitation to consult to the following tribes, with a follow up email sent on October 11, 2022.

    - Gabrieleno Band of Mission Indians - Kizh Nation
    - Santa Rosa Band of Cahuilla Indians
    - Soboba Band of Luiseno Indians

    To date, none of the tribes have responded to the request for consultation. See Section 2.18 for details.

A copy of the Initial Study is available for review at the following locations:

- City of Montebello, 1600 W. Beverly Boulevard, Montebello 90640
- Montebello Public Library, 1550 W Beverly Boulevard, Montebello, CA 90640

In addition, a copy of the Initial Study is available for review at the following website:

https://cityofmontebello.hosted2.civiclive.com/departments/planning_community_development/planning_division/ceqa_document

The Initial Study is also available by emailing Rita Montalvo, PE, Assistant Public Works Director at RMontalvo@cityofmontebello.com.

Please submit your comments on this Initial Study with Proposed Negative Declaration in writing no later than June 26, 2023, to Rita Montalvo, PE, Assistant Public Works Director, 1600 W. Beverly Boulevard, Montebello, CA 90640, or RMontalvo@cityofmontebello.com. The date we will begin accepting comments is July 25, 2023.

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Acronyms and Abbreviations

2016 RTP/SCS	*2016 Regional Transportation Plan/Sustainable Communities Strategy*
AB	Assembly Bill
ADA	Americans with Disabilities Act
AMS	Alternative Management Standards
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BMP	best management practice
BSA	biological study area
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Division of Occupational Safety and Health
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAP	*Unincorporated Los Angeles County Community Climate Action Plan for 2020*
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CGS	California Geological Survey
City	City of Montebello
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CREC	Controlled Recognized Environmental Condition
CRHR	California Register of Historical Resources
dB	decibel
dBA	A-weighted decibel
DTSC	Department of Toxic Substances Control
EMFAC2021	EMission FACtors model
EPA	U.S. Environmental Protection Agency
FHWA	Federal Highway Administration
GHG	greenhouse gas
GPS	global positioning system
Hz	Hertz
in/sec	inches per second
ISA	Initial Site Assessment
LARWQCB	Los Angeles Regional Water Quality Control Board
L_{dn}	day-night average noise level
L_{eq}	equivalent sound level
L_{max}	maximum sound level
L_{min}	minimum sound level
LRA	Local Responsibility Area

LST	Localized Significance Threshold
LUST	Leaking Underground Storage Tank
L_X	percentile-exceeded noise level
MRZ	Mineral Resource Zone
$MTCO_2e$	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_2	nitrogen dioxide
NO_X	nitrogen oxides
NRHP	National Register of Historic Places
OSHA	Occupational Safety and Health Administration
PCBs	polychlorinated biphenyls
PM_{10}	coarse particulate matter
$PM_{2.5}$	fine particulate matter
PMP	Paleontological Mitigation Plan
PPV	peak particle velocity
PTS	paints and thermoplastic striping
REC	Recognized Environmental Condition
ROW	right-of-way
RSA	Resource Study Area
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SDS	Safety Data Sheet
SLF	Sacred Lands File
SLM	sound level meter
SR-	State Route
SRA	Source Receptor Area
SSP	Standard Special Provision
SWPPP	stormwater pollution prevention plan
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resource
TMP	transportation management plan
TWW	treated wood waste
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
VdB	vibration decibel
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound

PROPOSED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

Project Description

The City of Montebello is proposing improvements along Via Campo and Garfield Avenue between State Route 60 and Via San Clemente in the City of Montebello, California. Garfield Avenue currently features a bus stop within the outside southbound lane between Via Campo and Via San Clemente. This configuration introduces conflict between the buses servicing the bus stop and other vehicular traffic on both Garfield Avenue and Via Campo. The City of Montebello proposes to separate the existing bus stop pad just south of the intersection of Garfield Avenue and Via Campo from the Garfield Avenue southbound lanes by constructing a bus turnout lane. The City of Montebello is the lead agency under the California Environmental Quality Act.

Additional improvements include the following.

- Dedicated right-turn lane on eastbound Via Campo at the Garfield Avenue intersection
- Raised median is proposed on Garfield Avenue between Via Campo and Via San Clemente
- Dedicated right-turn lane on southbound Garfield Avenue approaching Via San Clemente
- New roadway pavement, Americans with Disabilities Act

_____ _____

Joseph Palombi
Planning Director
City of Montebello

Date

DRAFT

Chapter 1 Project Description

1.1 Project Location

The Project is at the intersection of Via Campo and Garfield Avenue within the City of Montebello (City), Los Angeles County. Please refer to the project location and vicinity figures (Figures 1-1 and 1-2, to follow).

1.2 Project Description

The City is proposing improvements along Via Campo and Garfield Avenue between State Route (SR-) 60 and Via San Clemente in the City of Montebello, California. Garfield Avenue currently features a bus stop within the outside southbound lane between Via Campo and Via San Clemente. This configuration introduces conflict between the buses servicing the bus stop and other vehicular traffic on both Garfield Avenue and Via Campo. The City proposes to separate the existing bus stop pad just south of the intersection of Garfield Avenue and Via Campo from the Garfield Avenue southbound lanes by constructing a bus turnout lane. The bus turnout lane would allow a bus to come to a stop clear of the through traffic lanes. This eliminates the safety hazard caused by queued vehicles stranded behind the stopped bus, which could extend to, and potentially block, the intersection due to its proximity. The elimination of obstructions to passing vehicles on Garfield Avenue increases the safety for the traveling public.

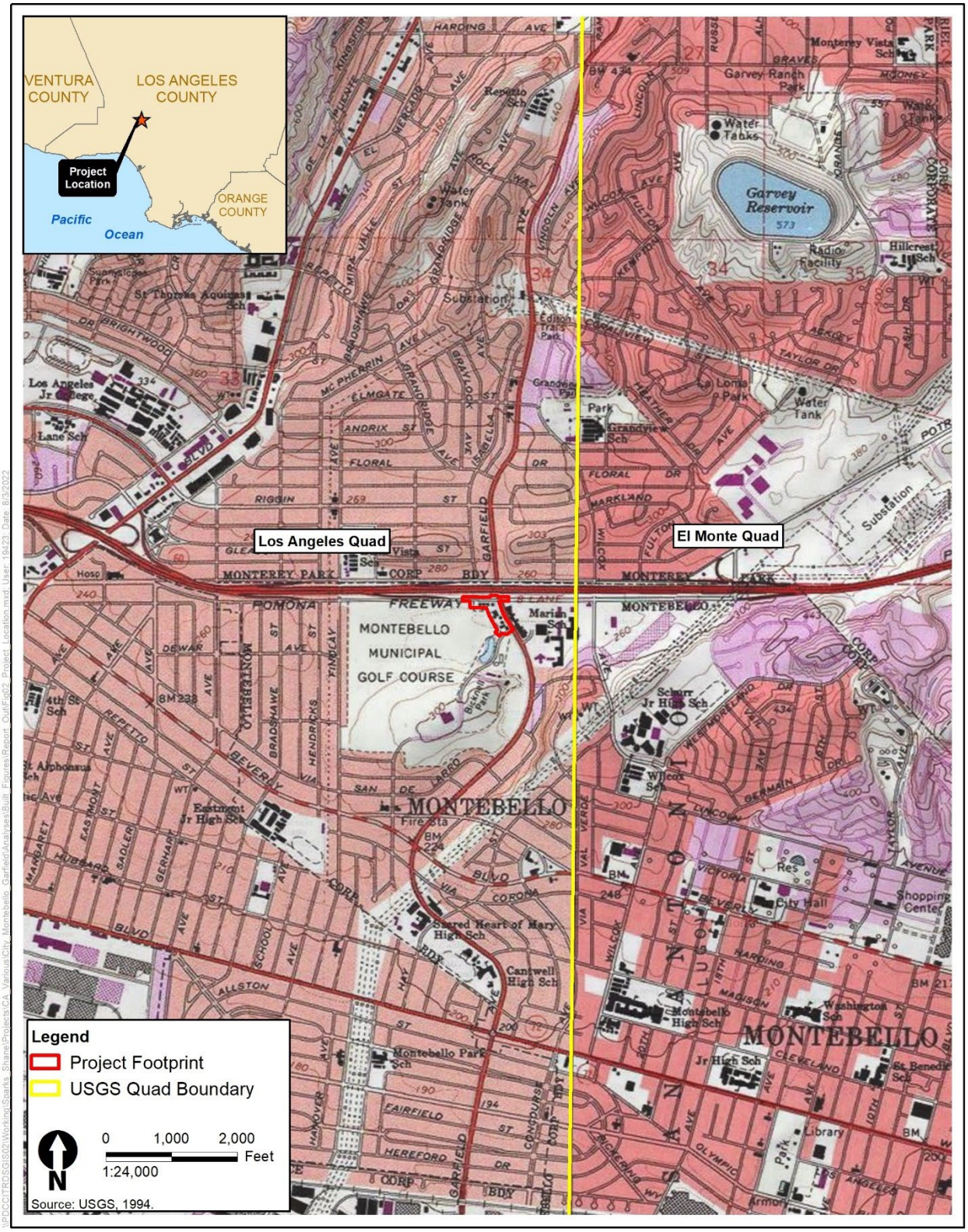
To facilitate the turning radius, a dedicated right-turn lane is proposed on eastbound Via Campo at the Garfield Avenue intersection. A raised median is proposed on Garfield Avenue between Via Campo and Via San Clemente to provide clear delineation between northbound and southbound lanes. Finally, to enhance operations and improve safety of movements at the Via San Clemente and Garfield Avenue intersection based on future traffic volume projections, a dedicated right-turn lane is proposed on southbound Garfield Avenue approaching Via San Clemente. To facilitate these improvements, new roadway pavement, overlay and slurry, Americans with Disabilities Act (ADA)-compliant curb ramps, sidewalks, and a parkway would be constructed along with modifications to conflicting utilities, storm drain systems, and traffic signals at the Via Campo/Garfield Avenue and Garfield Avenue/Via San Clemente intersections. The parkway would include a 4-foot-wide path along the eastern side of Garfield Avenue, bordering the eastern edge of the sidewalk.

The project area, which includes the limits of disturbance (i.e., the overall area that is needed, temporarily and permanently, for construction of the Project), consists of the portion of Garfield Avenue from the intersection of Garfield Avenue and Via Campo south to the intersection of Garfield Avenue and Via San Clemente. The width required to construct the bus turnout lane and the right-turn lanes in the westbound lane of Via Campo and southbound lane of Garfield Avenue is greater than the currently available City right-of-way (ROW). Additional ROW from adjacent properties would need to be acquired to accommodate the project improvements (see Appendix E, *Draft Engineering Drawings*). The anticipated property acquisitions are summarized in Table 1-1.

Figure 1-1. Project Location

Source: ICF 2023

Figure 1-2. Project Vicinity



Source: ICF 2023

Table 1-1. Anticipated Property Acquisitions

Assessor's Parcel Number	Current Use	Anticipated Acquisition
5267-008-001	Residential	• Encroachment at Via Campo frontage. • Proposed improvements conflict with existing structures. • Demolition of existing structures is proposed. • Full, permanent acquisition.
5267-008-900	Residential	• Encroachment at Via Campo frontage. • Proposed improvements conflict with existing structures. • Demolition of existing structures is proposed. • Full, permanent acquisition.
5267-008-003	Residential	• Encroachment at Via Campo frontage. • Proposed improvements conflict with existing structures. • Demolition of structure is proposed. • Full, permanent acquisition.
5267-008-031	Abandoned	• Encroachment at Via Campo frontage. • Full, permanent acquisition.
5267-008-032	Abandoned	• Encroachment at Via Campo and Garfield Avenue frontage. • Proposed improvements conflict with existing sign structure. • Demolition of conflicting sign structure proposed. • Full, permanent acquisition.
5267-008-025	Multi-dwelling Residential	• Encroachment at Garfield Avenue frontage. • Proposed improvements conflict with existing structures. • Demolition of existing structures is proposed. • Full, permanent acquisition.
5267-008-026	Commercial – Restaurant	• Encroachment at Garfield Avenue frontage. • Proposed improvements conflict with existing structures. • Demolition of existing structures is proposed. • Full, permanent acquisition.
5267-008-028	Commercial – Restaurant	• Encroachment at Garfield Avenue frontage. • Proposed improvements conflict with structure. • Demolition of existing structures is proposed. • Full, permanent acquisition.
5267-008-029	Commercial – Restaurant and offices	• Encroachment at Garfield Avenue and Via San Clemente frontage. • Proposed improvements conflict with existing structures. • Demolition of existing structures is proposed. • Full, permanent acquisition.

Chapter 2 Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ Agricultural and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils/ Paleontological Resources	☐ Greenhouse Gas Emissions	☐ Hazards and 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

Determination

On the basis of this initial evaluation:

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

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to 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 an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Rita Montalvo, PE
Assistant Public Works Director
City of Montebello

6/14/2023
Date

Environmental Checklist

2.1 Aesthetics

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

Discussion

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

No Impact. The Project is in an urbanized setting. Due to the amount of development and landscaping associated with the project site and vicinity, there are no scenic vista views associated with the project site. Therefore, there would be no impact on scenic vistas.

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

No Impact. There are no eligible or officially designated State Scenic Highways on or near the Project (Caltrans 2019). In addition, there are no locally designated scenic roadways associated with the Project (City of Montebello 1975a). Therefore, there would be no impact on scenic highways or scenic roadways.

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

Less-than-Significant Impact. The Project would be entirely within an urbanized area. No rural areas would be affected by the Project. Therefore, the Project would be required to comply with applicable zoning and regulations governing scenic quality in an urbanized area. There are no federal or state plans or policies addressing aesthetics that pertain to the Project; however, local City regulations apply. The Scenic Highways Element of the *City of Montebello General Plan* identifies

that there are no designated scenic highways or roadways within the City (City of Montebello 1975a). Besides this, there are no policies within the *City of Montebello General Plan* that directly relate to aesthetics and visual resources, visual character, or scenic quality. However, policies within the Conservation, Land Use, and Parks and Recreation Elements indirectly relate to visual resources and visual character.

Policy 2 of the Conservation Element states that "trees and vegetation should be preserved and provided to serve as animal habitats within parks, schools, cemeteries, and other landscaped open spaces" (City of Montebello 1975b). This policy serves the dual purpose of protecting visual resources by helping to preserve trees within the City. Vegetation within the golf course, which may be considered a landscaped open space, would not be affected by the Project. Furthermore, although not open space, eleven mature street trees would be removed along the western side of Garfield Avenue near Via San Clemente to accommodate the proposed improvements. However, the Project includes 22 tree wells to accommodate new tree plantings along Via Campo and Garfield Avenue. This would result in an increase in the number of trees along the project corridor. Therefore, the Project would not conflict with this policy.

The Land Use Element identifies that the Project falls within an area identified as General Commercial. Commercial Policy 6 states that "frontage areas along the Pomona and Santa Ana Freeways with good accessibility should be preserved for future commercial and industrial development" (City of Montebello 1973). This policy serves the purpose of maintaining the visual character of commercial areas along the Pomona Freeway (SR-60). Currently, the commercial uses along the southern side of Via Campo and western side of Garfield Avenue are interspersed with residential land uses. As such, land uses are disjointed, and the buildings are not visually unified. The Project would result in the removal of these buildings. However, space would remain to the west of the adjusted ROW to accommodate new commercial land uses. Commercial land uses to the east of Garfield Avenue would be unaffected. Therefore, the commercial visual character of this portion of land along the frontage of SR-60 (i.e., Via Campo) would be minimally affected, and the Project would not conflict with this policy.

Overall, the Project would not conflict with applicable zoning and regulations governing scenic quality in an urbanized area. Impacts would be less than significant.

d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Less-than-Significant Impact. Daytime light and glare levels are moderate because although some portions of the project corridor are open and bright, lacking shade, there are eleven mature street trees along the western side of Garfield Avenue near Via San Clemente. These trees would be removed to accommodate the reconfigured roadway. However, the Project includes seventeen tree wells to accommodate new tree plantings along Via Campo and Garfield Avenue. This would result in an increase in tree canopy and shade for the project corridor. At night, the project corridor is well lit by street and parking lot lighting, exterior building lighting, light coming from building interiors and vehicle headlights, and lighted signage. Removal of buildings along the southern side of Via Campo and western side of Garfield Avenue would reduce the amount of lighting associated with the project corridor by removing interior and exterior building lighting and parking lot lighting. Shifting and relocating existing streetlights would not result in an increase of nighttime light or glare. The potential addition of new streetlights is expected to be minimal and would not result in an increase in nighttime light or glare, particularly when factored with the reduction of nighttime light and glare because of the removal of buildings and addition of more street trees that would filter light.

Therefore, there would be an overall reduction in daytime and nighttime light and glare associated with the Project. Impacts would be less than significant.

References Cited

California Department of Transportation (Caltrans). 2019. *List of Eligible and Officially Designated State Scenic Highways.* Available: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Last updated: July 2019. Accessed: March 9, 2022.

City of Montebello. 1973. *City of Montebello General Plan – Land Use Element*. Adopted: June 26, 1973. Montebello, CA.

———. 1975a. *City of Montebello General Plan – Scenic Highways Elements*. Adopted: May 27, 1975. Montebello, CA.

———. 1975b. *City of Montebello General Plan – Conservation Element*. Adopted: May 27, 1975. Montebello, CA.

———. 1975c. *City of Montebello General Plan – Parks and Recreation Element*. Adopted: January 28, 1974. Montebello, CA.

2.2 Agricultural and Forestry Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
AGRICULTURAL AND FORESTRY RESOURCES – In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts on forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project, and forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use or conflict with 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 that, 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?	☐	☐	☐	☒

Discussion

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

No Impact. The project area is on land zoned as R-1 (One-Family Residential), R-3 (Multiple-Family Residential), and C-2 (General Commercial) (City of Montebello 2016). No designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency (DOC 2022), is within the limits of disturbance. The Project is within City-owned ROW. Therefore, implementation of the Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?

No Impact. As discussed above, the Project is not within an area zoned for agricultural use (City of Montebello 2016), and no Williamson Act properties exist within the project area (DOC 2017). The

Project is within City-owned ROW. Therefore, implementation of the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

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

No Impact. The *City of Montebello General Plan*'s Land Use Element and zoning map do not include zoning categories related to forest land, timberland, or timberland zoned as Timberland Production (City of Montebello 2016, 1973). The proposed road improvements would not be on U.S. Department of Agriculture Forest Service land. The nearest forest land is Angeles National Forest, approximately 13 miles north of the site (USDA Forest Service 2022). The proposed road improvements would be constructed within City-owned ROW, in an area zoned as R-1, R-3, and C-2, which is surrounded by residential, commercial, and recreational land uses. Therefore, the Project would not result in the conversion of forest land, because none is present. No impact would occur.

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

No Impact. The Project would not result in the loss of forest lands or the conversion of forest land to non-forest use. Refer to the response to Item c. above. No impact would occur.

e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As discussed above, the project area is not on land designated as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, timberland, or forest land. Due to the urbanized location of the Project, proposed road improvements would not result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

References Cited

California Department of Conservation (DOC). 2017. State of California Williamson Act Contract Land. Available: https://planning.lacity.org/eir/HollywoodCenter/Deir/ELDP/(E)%20Initial%20Study/Initial%20Study/Attachment%20B%20References/California%20Department%20of%20Conservation%20Williamson%20Map%202016.pdf. Accessed: May 2022.

———. 2022. Farmland Mapping and Monitoring Program. May. Available: www.conservation.ca.gov/dlrp/fmmp/Pages/LosAngeles.aspx. Accessed: May 2022.

City of Montebello. 1973. *General Plan Land*, Use Element. Available: https://www.cityofmontebello.com/images/Planning%20%20and%20Community%20Development/General%20Plan/Land%20Use%20Element.pdf. Accessed: May 2022.

———. 2016. Zoning Map. Available: https://www2.cityofmontebello.com/images/Planning%20%20and%20Community%20Development/Zoning%20Map/FinalOfficialZoningMapOct2016.36x48.pdf. Accessed: May 2022.

U.S. Department of Agriculture (USDA), Forest Service. 2022. National Forests in California. Available: https://www.fs.usda.gov/detailfull/r5/maps-pubs/?cid=STELPRD3806421&width=full. Accessed: May 2022.

2.3 Air Quality

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for 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?	☐	☐	☒	☐

Discussion

This section summarizes potential air quality emissions associated with construction and operational activities of the Project.

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

Less-than-Significant Impact. The federal Clean Air Act (CAA) of 1969 and its subsequent amendments form the basis for the nation's air pollution control effort. The U.S. Environmental Protection Agency (EPA) is responsible for implementing most aspects of the CAA. A key element of the CAA is the National Ambient Air Quality Standards (NAAQS) for criteria pollutants. The CAA delegates enforcement of the NAAQS to the states. In California, the California Air Resources Board (CARB) is responsible for enforcing air pollution regulations. CARB, in turn, delegates to local air agencies the responsibility of regulating stationary emission sources. The South Coast Air Quality Management District (SCAQMD) monitors air quality within the South Coast Air Basin (Basin), where the Project is located, which includes Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. EPA, CARB, and SCAQMD use ambient air quality monitoring data to determine whether geographic areas achieve the NAAQS and California Ambient Air Quality Standards (CAAQS). Areas with pollutant concentrations within the NAAQS and CAAQS are designated as *attainment* areas, whereas areas that do not meet the NAAQS and/or CAAQS are designated as *nonattainment* or *maintenance* areas. For regions that do not attain the NAAQS, the CAA requires preparation of a State Implementation Plan. The project area is currently federally designated as a nonattainment area for ozone, fine particulate matter ($PM_{2.5}$), and lead[1] NAAQS and a maintenance area for the carbon monoxide (CO) and nitrogen dioxide (NO_2) NAAQS (EPA 2022). At the state level, the Project area is currently designated a nonattainment area for

[1] The Los Angeles area is in nonattainment for the lead NAAQS, mainly due to two lead-acid battery recyclers. Lead would not be generated by the Project and is not considered to be a pollutant of concern for the Project. Accordingly, lead is not analyzed further.

ozone, $PM_{2.5}$, and coarse particulate matter (PM_{10}) and attainment for CO, lead, and NO_2 (CARB 2020).

SCAQMD adopted the *2016 Air Quality Management Plan* (AQMP) as a program to lead the Basin into compliance with criteria pollutant standards and other federal requirements for which the Basin is not in compliance (SCAQMD 2017). The 2016 AQMP relies on emissions forecasts based on the demographic and economic growth projections provided by the Southern California Association of Governments' (SCAG) *2016 Regional Transportation Plan/Sustainable Communities Strategy* (2016 RTP/SCS) (SCAG 2016).[2] SCAG is charged by California law to prepare and approve "the portions of each AQMP relating to demographic projections and integrated regional land use, housing, employment, and transportation programs, measures and strategies" (SCAQMD 2017). A project is considered to be consistent with the AQMP and would not obstruct its implementation if, in part, it is consistent with the demographic and economic growth projections used in the formulation of the AQMP.

SCAQMD recommends that, when determining whether a project is consistent with the current AQMP, a lead agency must assess:

1. Whether the project would directly obstruct implementation of the plan through 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 (Criterion No. 1), and
2. Whether it is consistent with the demographic and economic assumptions (typically land use related, such as resultant employment or residential units) on which the plan is based (Criterion No. 2) (SCAQMD 1993).

Criterion No. 1

As discussed below under Items b. and c., the Project would not obstruct implementation of the 2016 AQMP because emissions resulting from its construction and operation would not exceed SCAQMD's regional mass emissions thresholds and Localized Significance Thresholds (LSTs); refer to Table 2-2 and Table 2-3. The Project's emissions would therefore not increase concentrations of criteria pollutants or their precursors in a manner that could obstruct SCAQMD's efforts to achieve timely attainment of ambient air quality standards for any criteria pollutant for which it is currently not in attainment or jeopardize the current attainment status of the Basin for other criteria pollutants.

Criterion No. 2

The following sections provide a discussion of the Project's incorporation of emission-control measures and the Project's consistency with demographic and economic assumptions used in development of the AQMP.

Emission Control Measures

During the construction period, the Project would require contractors to adhere to the CARB on-road vehicle and off-road equipment requirements, which would limit the anticipated level of construction emissions the Project would cause. In addition, the Project would be required, pursuant to state law, to use contractors that comply with the CARB Air Toxic Control Measure that limits heavy-duty

[2] It should be noted that although SCAG has released a newer RTP/SCS, the 2020 RTP/SCS, the most current SCAQMD AQMP is the 2016 AQMP, which is based on the SCAG 2016 RTP/SCS.

diesel-motor vehicle idling to no more than 5 minutes at any given location.[3] The project contractor(s) would also be required by state regulations to comply with the fleet on-road heavy-duty vehicle emissions standards consistent with Measure MOB-08[4] from the 2016 AQMP (SCAQMD 2017).

These control strategies are intended to reduce emissions from on-road and off-road heavy-duty vehicles and equipment and would be implemented by accelerating the replacement of older engines that produce higher pollutant emissions with newer engines that produce lower pollutants. The Project would comply with regulatory requirements to minimize short-term emissions from on-road and off-road diesel vehicles and equipment and SCAQMD's rules for controlling fugitive dust, as identified in SCAQMD Rule 403 (SCAQMD 2005).

Land Use and Demographic and Economic Projections

The Project would be consistent with the existing City General Plan and Zoning designations. Furthermore, the Project would not include any land uses that would promote growth within the project area. Therefore, the Project would be consistent with the land use assumptions used in development of the AQMP and the growth forecast from the 2016 AQMP and the active RTP/SCS, the 2016–2040 RTP/SCS.

Conclusion

As discussed above, the Project would be consistent with Criterion No. 1 and Criterion No. 2 of the 2016 AQMP. Therefore, the Project would not conflict with, nor obstruct implementation of, the 2016 AQMP, and the Project would result in a less-than-significant impact.

b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard?

Less-than-Significant Impact. SCAQMD has established air quality significance thresholds applicable to both construction and operational emissions generated by projects within its jurisdiction. These significance thresholds were derived using regional emissions modeling to determine maximum allowable mass quantities of pollutant emissions that could be generated by individual projects without adversely affecting air quality or creating public health concerns, based on existing pollution levels. These regional pollutant emission thresholds are shown in Table 2-1.

Table 2-1. SCAQMD Regional Air Quality Significance Thresholds

Pollutant	Mass Daily Thresholds (pounds per day)	
	Construction	Operation
Nitrogen Oxides (NO_X)	100	55
Volatile Organic Compounds (VOC) [1]	75	55
Suspended Particulate Matter (PM_{10})	150	150
Fine Particulate Matter ($PM_{2.5}$)	55	55

[3] The Air Toxic Control Measure (13 California Code of Regulations § 2485) specifies measures to reduce public exposure to diesel particulate matter and other air contaminants by establishing idling restrictions, emission standards, and other requirements for heavy-duty diesel engines and alternative idle-reduction technologies to limit the idling of diesel-fueled commercial motor vehicles (CARB 2016).

[4] MOB-08: Accelerated Retirement of Older On-Road Heavy-Duty Vehicles [NO_X, particulate matter]

Pollutant	Mass Daily Thresholds (pounds per day)	
	Construction	Operation
Sulfur Oxides (SO_X)	150	150
Carbon Monoxide (CO)	550	550
Lead (Pb) [2]	3	3

Source: SCAQMD 2019.
[1] The terms *VOC* and *reactive organic gases* (ROG) are used interchangeably. SCAQMD uses VOC, and the California Emissions Estimator Model uses ROG.
[2] The Project would not result lead emissions sources during the construction period or operations. As such, lead emissions are not evaluated herein.

Short-term Construction Emissions

Construction of the Project is expected to generate emissions of volatile organic compounds (VOCs), nitrogen oxides (NO_X), CO, sulfur oxides, PM_{10}, and $PM_{2.5}$ that could result in short-term air quality effects during the construction period. Emissions would originate from construction activities of excavation, trenching, drilling, and paving, and mobile emissions would result from construction worker trips, vendor trips, and haul truck trips. These construction activities have the potential to temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants. The amount of emissions generated on a daily basis would vary depending on the intensity and types of construction activities occurring simultaneously. The total construction footprint is approximately 2 acres, considering roadway improvements and the demolition size of existing structures.

Construction of the Project is projected to result in approximately 6,000 cubic yards of soil export during the excavation, trenching, and drilling phase. The removal of this debris is estimated to require a maximum of 34 haul-truck trips per day during the grading phase, with other phases experiencing lower daily haul-truck trips. Aside from haul-truck trips, daily work/vendor/delivery-truck trips would also occur during each of the Project's construction phases.

The Project's short-term construction emissions were estimated using a combination of emission factors and methodologies from the California Emissions Estimator Model (CalEEMod), version 2020.4.0 (CAPCOA 2021), CARB's most recent EMission FACtors model (EMFAC2021) (CARB 2021), and EPA's AP-42 Compilation of Air Pollutant Emission Factors (EPA n.d.). The modeling was conducted based on project-specific construction data (e.g., schedule, equipment, truck volumes) provided by the Project's design engineer. Where project-specific information was not available, reasonable assumptions based on similar projects and default model settings were used to estimate criteria air pollutant and ozone precursor emissions.

This analysis assumed a worst-case scenario, with the construction duration lasting approximately 6 months in 2023, with all construction phases overlapping to capture the highest maximum daily air emissions.

The Project would implement the requirements of SCAQMD Rule 403 during construction to minimize construction-related fugitive PM_{10} and $PM_{2.5}$ dust emissions. SCAQMD Rule 403 requires watering exposed ground three times a day, cleaning trucks, removing track-outs, and covering/watering haul truck loads (SCAQMD 2005).

The modeled peak daily emissions of criteria air pollutants and ozone precursors associated with construction of the Project with SCAQMD Rule 403 measures incorporated are presented in Table

2-2. Because SCAQMD Rule 403 is a regulatory requirement that every project within SCAQMD jurisdiction must follow, it is not considered mitigation.

Table 2-2. Unmitigated Regional Criteria Pollutant Construction Emissions

Construction Year	Total Regional Pollutant Emissions (pounds per day)					
	ROG	NO_X	CO	SO_X	Total PM_{10}	Total $PM_{2.5}$
Modeled Maximum Daily Regional Emissions During Project Construction	**1.65**	**18.68**	**14.14**	**0.04**	**3.81**	**2.08**
Regional Significance Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Emissions modeling by ICF using CalEEMod methodology (Appendix A).
CO = carbon dioxide; NO_X = nitrous oxides; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter; ROG = reactive organic gases; SO_X = sulfur oxides.

As shown in Table 2-2, the modeled maximum level of daily unmitigated construction emissions generated by the Project would not exceed SCAQMD's daily significance thresholds for any criteria pollutants during any of the construction phases. CalEEMod modeling inputs and results can be found within Appendix A, *Garfield Bus Turnout Construction Modeling*. Construction impacts would be less than significant.

Long-term Operational Emissions

The Project does not propose any other land uses that would have long-term operational air emissions besides mobile sources.[5] For roadway improvement projects, regional emissions are a function of regional vehicle miles traveled (VMT) and travel speeds. As such, the operational emissions analysis takes into account long-term changes in VMT and travel speeds expected to occur under the Project and compared to existing conditions. The Project is not anticipated to increase vehicle trips or VMT, because the bus schedule for Line 30 Garfield Avenue, which stops along Garfield Avenue and Via Campo, would remain the same under the Project. The peak vehicles, or maximum number of buses, in operation for Line 30 Garfield Avenue for weekdays, Saturdays, and Sundays is two vehicles. According to the *City of Montebello Garfield Avenue Traffic Study – Revised* (KOA 2022), neither of the two intersections that the Project would affect—Garfield Avenue at Via Campo and Garfield Avenue at Via San Clemente—would experience a substantial traffic impact or degrading of traffic operations as a result of the Project under Opening Year (2023) conditions. The addition of the Project's bus turnout lane is expected to help weekday peak-hour queues reach acceptable levels in the future, as traffic increases due to separate project development in the area.

The Project is not expected to increase the vehicle capacity or substantially affect traffic operations, and therefore is not expected to increase daily operational emissions when compared with the without-project condition. The Project is expected to help reduce future vehicle queue lengths. Therefore, the Project would not result in long-term regional emissions of criteria air pollutants and ozone precursors that would exceed SCAQMD's applicable thresholds, and the operational impacts would be less than significant.

[5] The Project's electrical demand should not differ from existing demands and would not result in direct onsite operational air emissions.

Cumulative Impacts

SCAQMD's cumulative air quality impact methodology indicates that if an individual project results in air emissions of criteria pollutants that exceed SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the project region is in nonattainment under an applicable federal or state ambient air quality standard. Because the Project's construction (refer to Table 2-2) and operational pollutant emissions are not projected to exceed the applicable SCAQMD regional significance thresholds, the Project's emissions would not be cumulatively considerable.

Additionally, recognizing that SCAQMD's regional significance thresholds were established to achieve attainment of the NAAQS and CAAQS, which in turn define the maximum amount of an air pollutant that can be present in ambient air without harming public health, the Project's contribution of pollutant emissions is not expected to result in measurable human health impacts on a regional scale. Impacts would be less than significant.

c. Expose sensitive receptors to substantial pollutant concentrations?

Less-than-Significant Impact. The term *sensitive receptors* refers to uses associated with people who are considered to be more sensitive than others to air pollutants. The reasons for greater-than-average sensitivity include pre-existing health problems, proximity to emissions sources, or duration of exposure to air pollutants. Schools, hospitals, and convalescent homes are considered to be relatively sensitive to poor air quality because children, elderly people, and the infirm are more susceptible to respiratory distress and other air quality–related health problems on average than the general public. Residential areas are considered sensitive to poor air quality because people usually stay home for extended periods of time, with associated greater exposure to ambient air quality. Recreational uses are also considered sensitive due to the greater exposure to ambient air quality conditions because vigorous exercise associated with recreation places a high demand on the human respiratory system. The nearest sensitive receptor to the project site is approximately 85 meters (279 feet) away.

Localized Pollutant Emissions

In addition to regional air quality impacts, projects in the Basin are required to analyze local air quality impacts. SCAQMD has developed LSTs that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, and thus would not cause or contribute to localized air quality impacts. LSTs were developed based on the ambient concentrations of that pollutant for each of the 38 source receptor areas in the Basin. The Project is in Source Receptor Area (SRA) 11, South San Gabriel.

The localized thresholds, which are found in the mass rate look-up tables in SCAQMD's Final LST Methodology document, were developed for the analysis of projects that are less than or equal to 5 acres in size and applicable only to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. The analysis of localized air quality impacts focuses only on the onsite activities of a project. SCAQMD's mass rate look-up tables present LST values in the form of allowable emissions (in pounds per day) as a function of receptor distance from a project's site boundary. SCAQMD developed these LST values for 1-acre, 2-acre, and 5-acre sites. The LSTs established for each of the aforementioned site acreages represent the level of pollutant emissions that would not exceed the most stringent applicable federal or state ambient air quality standards.

Construction

To assess the potential localized air quality impacts resulting from the Project on nearby sensitive receptors during construction, the daily onsite construction emissions generated at the project site were evaluated against SCAQMD's applicable construction LSTs for a 2-acre site. The most conservative sensitive receptor distance of 50 meters (164 feet) was selected, given the project site's proximity to the nearest sensitive receptor of 85 meters (279 feet).

As discussed previously, the Project would implement the required SCAQMD Rule 403 measures during construction to minimize construction-related fugitive dust emissions (i.e., $PM_{2.5}$ and PM_{10}). The localized onsite emissions estimated to occur during peak construction days for each year of the Project's construction schedule with SCAQMD Rule 403 measures implemented are presented in Table 2-3. As shown in Table 2-3, daily emissions generated on site by construction of the Project are not expected to exceed any of the applicable SCAQMD LSTs for a 2-acre site in SRA 11 over the course of the entire construction schedule.

Table 2-3. Localized Criteria Pollutant Construction Emissions

Construction Year	Estimated Maximum Daily Onsite Emissions (pounds per day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Modeled Maximum Daily Regional Emissions During Project Construction	18.68	14.14	3.81	2.08
Applicable LSTs [1]	*118*	*1143*	*22*	*8*
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: Emissions modeling by ICF using CalEEMod version 2020.4.0 (Appendix A).
[1] The LSTs for a 2-acre site in SRA 11 were taken from the corresponding LSTs for a 1-, 2-, and 5-acre site in SRA 11 (obtained from Appendix C [Localized Significance Threshold Screening Tables] of SCAQMD's *Final Localized Significance Threshold Methodology* document). The nearest sensitive receptor is 85 meters, so the LST thresholds for the closest receptor of 50 meters were selected.
CO = carbon monoxide; LST = Localized Significance Threshold; NO_X = nitrous oxides; $PM_{2.5}$ = fine particulate matter; PM_{10} = coarse particulate matter.

Operations

According to the LST methodology, operational LSTs would apply to the Project's stationary sources and onsite mobile trips. Projects that attract mobile sources that spend long periods queuing and idling at the site (i.e., transfer facilities or warehouse buildings) would possibly exceed the operational LSTs. However, the Project would not attract these types of mobile sources. Therefore, because the Project would not have any stationary sources, the Project would not be a source of operational air emissions that have the likelihood of causing an LST impact at the nearest sensitive receptors. The Project is not expected to increase mobile emissions or increase onsite mobile trips. Impacts would be less than significant.

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

Less-than-Significant Impact. According to the SCAQMD 1993 *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment facilities, food-processing plants, chemical plants, composting areas, refineries, landfills, dairies, and fiberglass-molding facilities. This Project would not involve any of the aforementioned land uses.

During construction of the Project, exhaust from equipment, activities associated with the minimal application of architectural coatings and other interior and exterior finishes, and paving activities may produce discernible odors typical of most construction sites. Such odors would be, at worst, a temporary source of nuisance to the nearest sensitive receptors, if at all, and would not affect a substantial number of people. The Project would use architectural coatings compliant with SCAQMD Rule 1113, which would limit the odors associated with off-gassing from those coatings. Odors associated with asphalt paving would only occur for a limited time for the Project and the locations of paving activities would be distributed at the project site. Additionally, material deliveries and heavy-duty haul-truck trips could occasionally produce odors from diesel exhaust. These odors would not be expected to affect a substantial number of people because construction would be temporary, and construction-generated emissions dissipate rapidly with increasing distance from the source. Overall, odors associated with project construction are expected to be temporary and intermittent in nature and are not projected to create a significant level of objectionable odors affecting a substantial number of people. Impacts would be less than significant

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2.4 Biological Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
BIOLOGICAL RESOURCES – Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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, or 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, marshes, vernal pools, coastal wetlands, 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?	☐	☐	☐	☒

Discussion

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?

A significant impact would occur if the project limits of disturbance directly resulted in take or removed or modified habitat for 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 (CDFW) or U.S. Fish and Wildlife Service (USFWS).

Sensitive biological resources potentially occurring within the biological study area (BSA) (i.e., project footprint, which includes the limits of disturbance, plus a 100-foot buffer) were investigated through desktop analysis; field surveys were not performed for the Project due to the site's highly

developed nature and because of the lack of potential for biological resources to be present within the area.

The project site includes Garfield Avenue, Via San Clemente, and Via Campo, which are composed of paved roadways and associated infrastructure (e.g., sidewalks, utility structures). Land uses within the BSA are highly developed, consisting of residential and commercial development, paved roads, and parking lots, with ornamental landscaping and turf lawns interspersed. The Montebello Country Club Golf Course occurs within the western portion of the BSA, outside of the project footprint, and contains maintained greens, ornamental landscaping, and ponds. Surrounding land uses consist primarily of densely developed urban areas, with SR-60 directly north of the BSA. Open space within the project region includes Whittier Narrows Park and Recreation Area, approximately 4 miles to the east, and the Puente Hills Preserve, approximately 6 miles to the southeast. However, these open areas, which contain native habitats and could support special-status species, are isolated from the BSA by dense, extensive development and major highways (e.g., SR-60, SR-164, Interstate 605).

The U.S. Forest Service CalVeg mapped vegetation community layers for the project region (USFS 2017) show the majority of the BSA as urban, with herbaceous and mixed conifer and hardwood forest/woodland within the golf course. These areas are composed of turf lawns and mature ornamental trees, with some larger ornamental shrubs interspersed; the landscaping is regularly maintained, and there is little to no understory. Trees in the BSA, including within the golf course and along Garfield Avenue and Via San Clemente, consist primarily of eucalyptus and ornamental palms and pines.

No native habitat is present within the BSA. The urban, developed condition of the project site is generally not suitable for supporting special-status plant or animal species, although trees and shrubs could support nesting birds (discussed under Item d., below) and roosting bats.

Special-Status Plant Species

No Impact. A literature review of the California Natural Diversity Database (CNDDB) (CDFW 2022a), California Native Plant Society Inventory of Rare, Threatened, and Endangered Plants of California (CNPS 2022), and USFWS Information, Planning, and Conservation System Proposed, Threatened, and Endangered Species, and Critical Habitats Resource List (USFWS 2022a) identified 23 special-status plant species that may potentially occur within the BSA (see Appendix B, *California Natural Diversity Database, California Native Plant Society Inventory of Rare, Threatened, and Endangered Plants of California, and USFWS Information, Planning, and Conservation System Proposed, Threatened, and Endangered Species, and Critical Habitats Resource Lists*). Two of these species are federally and/or state-listed as threatened and/or endangered: Nevin's barberry (*Berberis nevinii*) and slender-horned spineflower (*Dodecahema leptoceras*). The BSA does not contain suitable habitat to support any of the 23 special-status plant species identified in the literature review, and all were determined to be absent because of the lack of suitable habitat and/or soils and range constraints. In addition, there are no extant records of occurrence reported for any special-status plant species within or adjacent to the BSA (Calflora 2022; CDFW 2022a; USFWS 2021). Therefore, no impacts on any special-status plants species, including federally and/or state-listed threatened and/or endangered plants, are anticipated as a result of the Project.

Special-Status Wildlife Species

Less-than-Significant Impact. A literature review of the CNDDB (CDFW 2022a) and USFWS Information, Planning, and Conservation System Proposed, Threatened, and Endangered Species, and Critical Habitats Resource List (USFWS 2022a) determined that 19 special-status wildlife species may potentially occur within the BSA (see Appendix B). Seven of these species are federally and/or state-listed endangered or threatened or candidate species: monarch butterfly (*Danaus plexippus*), Swainson's hawk (*Buteo swainsoni*), western yellow-billed cuckoo (*Coccyzus americanus occidentalis*), southwestern willow flycatcher (*Empidonax traillii extimus*), coastal California gnatcatcher (*Polioptila californica californica*), bank swallow (*Riparia riparia*), and least Bell's vireo (*Vireo bellii pusillus*).

Of the 19 special-status wildlife species identified in the literature review, 16 were determined to be absent because of the lack of suitable habitat and/or due to soils and range constraints. In addition, there are no extant records of occurrence reported for any of these special-status wildlife species within or adjacent to the BSA (CDFW 2022a; eBird 2022; USFWS 2021). Therefore, no impacts on these species, including the seven federally and/or state-listed and candidate species, are anticipated as a result of the Project, and no further action is required.

Marginally suitable roosting habitat for bats, including special-status pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis californicus*), and big free-tailed bat (*Nyctinomops macrotis*), as well as tree-roosting bats (e.g., western yellow bat [*Lasiurus xanthinus*] and hoary bat [*L. cinereus*]), is present within the large, mature trees with peeling bark and fan palms throughout the BSA. The fan palms include trimmed trees with limited fronds and sparse skirts and untrimmed trees with dead fronds and long skirts that could provide habitat for roosting. However, the potential for pallid bat, western mastiff bat, and big free-tailed bat to occur is low given the highly developed nature of the site and the presence of human disturbances (e.g., noise, night-lighting, heavy traffic). In addition, although these species may occasionally roost in trees, that is not their preferred roost habitat (e.g., rock crevices, caves, mines, cliff faces), and they are most commonly found in open, arid habitats containing natural landscapes.

The proposed project improvements would require the removal of existing trees (see Item e., below). Should bats be present during project construction, then the removal or trimming of trees that are suitable for foliage- and/or crevice-dwelling bats could harm roosting bats and reduce potential roosting habitat for these species or crevice-dwelling species roosting in any trees containing snags, crevices, or peeling bark. However, these impacts are expected to be greatly reduced with the implementation of Measure **BIO-1** below. No further action is necessary.

BIO-1 **Bat Surveys**. Prior to tree removal or trimming or demolition of structures, any large trees, snags, crevices, and structures with suitable habitat should be examined by a qualified bat biologist to ensure that no roosting bats are present. If roosting bats are identified, then no tree removal or trimming at that location will be allowed until the bat has vacated the tree, as determined by the qualified biologist; bats will not be flushed. Palm-frond trimming, if necessary, should be conducted outside of the maternity season (i.e., April 1–August 31) to avoid potential injury or mortality of flightless young and outside the bat hibernation season (November–February) to avoid injury or mortality to hibernating bats.

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

A significant impact would occur if the Project substantially removed or modified any riparian habitat or other sensitive natural communities, as defined by CDFW, USFWS, or local or regional plans, policies, or regulations.

No Impact. Based on the desktop analysis using Google Earth Pro aerial imagery and site photographs (Google Earth 2022), the project site is entirely composed of urban development and ornamental landscaping land cover types. No riparian habitat or other sensitive natural communities are found within the BSA. Therefore, there would be no impact on any sensitive natural communities, and no mitigation is required.

No USFWS-designated critical habitat occurs within the BSA (USFWS 2022b). Therefore, no impacts on critical habitat would occur, and no further action is required.

c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

A significant impact would occur if federally protected wetlands or non-wetland waters of the United States (as defined by Sections 404 and 401 of the Clean Water Act and the Porter-Cologne Water Quality Control Act) or vegetated or unvegetated waters of the State (as defined by Section 1602 *et seq*. of the California Fish and Game Code) were removed or substantially modified.

No Impact. Based on the desktop analysis using U.S. Geological Survey (USGS) National Hydrography Dataset (USGS 2022) and USFWS National Wetlands Inventory (USFWS 2022c) mapping data, no federally or state-protected wetlands appear to be present within the BSA. In addition, no blueline features are depicted on the USGS 7.5-minute Los Angeles topographic quadrangle map (USGS 1966), nor did a review of Google Earth Pro aerial imagery (Google Earth 2022) identify any potentially jurisdictional aquatic resource features within the BSA. Therefore, there would be no impact on any federally or state-protected wetlands.

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?

A significant impact would occur if the Project interfered with the movement of any native wildlife or fish species through a migratory wildlife corridor or impeded the use of a native wildlife nursery site.

Less-than-Significant Impact. No wildlife movement corridors or linkages are within the BSA, including missing linkages, essential habitat connectivity areas, landscape blocks, or essential fish habitat (CDFW 2022b; NMFS 2022). A Natural Landscape Block (Natural Areas Small), as mapped by the California Essential Habitat Connectivity Project (Spencer et al. 2010), is adjacent to the BSA, within the Montebello Country Club Golf Course (CDFW 2022b). This landscape block occurs outside of both the project footprint and 100-foot BSA buffer and would not be affected by the Project. No drainages or other topographic or structural features (e.g., canyons, washes, concrete channels) are present within the BSA that would facilitate the movement of wildlife within the project site or region. Therefore, Project implementation would not adversely affect the regional movements of fish or other wildlife.

The BSA contains suitable nesting habitat for a variety of avian species protected by the Migratory Bird Treaty Act and/or California Fish and Game Code (§§ 3503, 3503.5, 3505, 3800, and 3801.6). Via San Clemente and Garfield Avenue, where the Project site is located, are lined with ornamental landscaping that includes mature trees and shrubs. This vegetation provides suitable habitat for nesting birds and is likely utilized by many birds in the project area, although disturbances (e.g., traffic, noise, night lighting, human activity) from the surrounding heavily urbanized area would be expected to preclude nesting by species that are sensitive to human presence, including most special-status species. The Project has the potential to affect active native resident and/or migratory bird nests if nest-containing trees, shrubs, or ground cover were trimmed or removed during the avian nesting season. Construction could also occur adjacent to active nests, causing nest failure or abandonment. Measure **BIO-2**, which is a standard measure required for all similar projects conducted during the bird nesting season, would ensure that impacts on nesting birds are avoided or minimized. The impact would be less than significant.

BIO-2 Nesting Bird Surveys. If vegetation clearing or ground disturbance in areas suitable to support nesting birds (e.g., trees, shrubs, grasses) is to occur during the breeding season for passerine birds (i.e., February 1–September 1) or raptors (i.e., January 1–September 1), then the designated biologist will conduct a preconstruction survey of construction areas and an appropriate buffer no more than 72 hours prior to vegetation clearing or ground-disturbance activities to identify the locations of avian nests. Should nests be found, an appropriate buffer will be established by a qualified biologist around each nest site. To the extent feasible, no construction activities will take place within this buffer until the nest is no longer active. In the event that construction must occur within the buffer areas, the designated biologist will ensure construction activities do not disturb or disrupt nesting activities. If the designated biologist determines that construction activities are disturbing or disrupting nesting activities, then they will notify the site superintendent. Nesting bird habitat within the BSA will be resurveyed during the breeding bird season if there is a lapse in construction activities longer than 7 days.

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

A significant impact would occur if the Project conflicted with any local policies or ordinances protecting biological resources.

Chapter 12.08, *Trees and Shrubs*, of the City's Municipal Code (Ordinance 2348) pertains to the BSA under the protection of street trees.

Less-than-Significant Impact. The Project would remove eleven mature street trees along the western side of Garfield Avenue, near Via San Clemente, to accommodate the proposed improvements. However, the Project includes seventeen tree wells to accommodate new tree plantings along Via Campo and Garfield Avenue. This would result in an increase in the number of trees along the project corridor. The City will select replacement trees in accordance with the Official Tree Planting List of the City of Montebello, per Sections 12.08.020 and 12.08.040 of the Municipal Code. Therefore, the Project would be in compliance with Chapter 12.08, *Trees and Shrubs*, of the City's Municipal Code (Ordinance 2348). Impacts would be less than significant.

f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

A significant impact would occur if the Project were inconsistent with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved state, regional, or local habitat conservation plan.

No Impact. No habitat conservation plans, natural community conservation plans, or other approved state, regional, or local habitat conservation plans apply to the BSA (CDFW 2022c). As such, the Project would not be in conflict with any conservation plans and, therefore, there would be no impact.

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2.5 Cultural Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
CULTURAL RESOURCES – Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Discussion

The following discussion is based on an analysis of the project presented in *Cultural Resources Technical Garfield Avenue and Via Campo Bus Turnout Lane, City of Montebello, Los Angeles County* (ICF 2023). The cultural resources study included a records search at the South Central Coastal Archaeological Information Center at California State University, Fullerton, a review of historic aerial photographs and maps, a search of the Sacred Lands File (SLF) maintained by the Native American Heritage Commission (NAHC), Assembly Bill (AB) 52 Native American outreach, a desktop geoarchaeological study, and archaeological and architectural surveys of the project area, plus California Register of Historical Resources (CRHR) evaluations of seven buildings.

The Project has two study areas for cultural resources: one for archaeology and one for architecture. The archaeological study area is defined by the project footprint, where ground-disturbing activities would occur. The architectural study area includes the archaeological study area plus a buffer to account for impacts on adjacent buildings. The architectural study area therefore includes buildings along the southern side of Via Campo, along the western and eastern sides of Garfield Avenue between Via Campo, and approximately 160 feet south of Via San Clemente. The study area includes all areas where temporary and permanent impacts have the potential to occur.

The records search indicated that 22 previous cultural resource studies have been conducted within a 0.5-mile (804.7-meter) radius of the project study area. Three of these studies partially intersect the project study area. These cultural resource studies and archaeological pedestrian surveys identified no archaeological sites within the project study area. None of the three previous studies included built environment studies or surveys of standing structures. The records search identified 205 previously recorded cultural resources within the 0.5-mile (804.7-meter) radius from the project study area, all of which are built environment resources. Of these, 15 were identified as being within the project study area boundaries. These 15 previously recorded cultural resources are associated with the 2010 Metropolitan Transportation Authority's Eastside Phase 2 Project, which is ongoing. Of these 15 resources within the study area, seven were reevaluated for the purposes of the Project (Commercial Building/P-19-191266, Restaurant/P-19-191271, Multi-Family Apartment/P-19-191273, Residence/P-19-191308, Residence/P-19-191309, Residence/P-19-191310, and Chinese Garden Restaurant/P-19-191104 (ICF 2022). The Project reevaluated six resources that would be affected by permanent acquisitions and easements and/or demolition necessitated by the Project (Commercial Building/P-19-191266, Restaurant/P-19-191271,

Multi-Family Apartment/P-19-191273, Residence/P-19-191308, Residence/P-19-191309, and Residence/P-19-191310). These resources were found ineligible for the CRHR under all criteria. In addition, the Project reevaluated the one previously identified historical resource (Chinese Garden Restaurant/P-19-191104); however, re-evaluation concluded that the resource is not eligible for the CRHR and is, therefore, not a historical resource pursuant to the California Environmental Quality Act (CEQA). The remining eight previously identified architectural resources were previously found ineligible, and that finding remains valid. Because they would not be affected by the Project, they were not reevaluated.

ICF conducted archaeological and architectural surveys of the project study areas. No archaeological resources were identified as a result of this survey. Architectural historians also conducted a field survey of the project architectural study area. No new historical resources were identified as a result of this survey and analysis.

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

No Impact. The six buildings (Residence/2913 Via Campo, Residence/2917 Via Campo, Residence/2921 Via Campo, Commercial Building/869–871 N. Garfield Avenue, Restaurant/887 N. Garfield Avenue, and Multi-Family Apartment/889 N. Garfield Avenue) proposed for demolition were previously evaluated in 2010, with one building (2917 Via Campo) also evaluated in 2013, as ineligible for listing on the National Register of Historic Places (NRHP) and/or CRHR. Because the previous evaluations were more than 5 years old, and there was a potential for a substantial adverse change through demolition, the buildings were reevaluated for the Project. They were found ineligible for the CRHR. Because this is a CEQA-only Project, they were not evaluated for the NRHP. The six buildings are not historical resources pursuant to CEQA, and, therefore, their demolition would result in no impact.

In addition, the Chinese Garden Restaurant (856 N. Garfield Avenue) was evaluated in 2011 and found eligible for the CRHR. Because the finding was more than 5 years old, and a substantial adverse change resulting from visual, auditory, or vibrational impacts had the potential to occur, the building was reevaluated for the Project. Although identified in 2011 as eligible for listing in the CRHR as an example of "mid-twentieth-century Chinese-American entrepreneurship" and a representative example of the broad patterns of Cantonese/chop suey restaurants in postwar America (English 2011:2), in the ensuing decade since that evaluation, several studies with a focus on Asian American communities have been published that provide additional guidance regarding eligibility criteria for resources associated with these communities. Based on this guidance, the Chinese Garden Restaurant at 856 N. Garfield Avenue is not eligible for the CRHR and is not a historical resource pursuant to CEQA. Therefore, the proposed project results in no impact to historical resources.

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

Less-than-Significant Impact. A cultural resources records search, archaeological pedestrian survey, search of the NAHC's SLF, and desktop geoarchaeological analysis were conducted as part of the cultural resources study. Neither the records search nor the archaeological pedestrian survey identified archaeological resources within the project study area boundaries. The SLF search returned a positive result; however, the location or relation of any sacred lands to the project area were not provided. The NAHC recommended outreach to the Gabrieleno Band of Mission Indians – Kizh

Nation for more information. As of the time of this report, no response from the tribal representatives has been sent to the City in response to the request for Native American consultation.

Only a small percentage of the project study area had exposed ground surface conducive to archaeological survey; the majority of the project area was either paved, had standing structures, or was landscaped with nonnative vegetation. This level of surface disturbance suggests that the project study area has undergone previous grading, trenching for utilities, and other activities that have resulted in the disturbance and/or removal of the original native ground surface in most areas. These disturbance activities have reduced potential for the project study area to contain intact archaeological deposits on what would have been the native ground surface. The desktop geoarchaeological analysis identified that the project study area has increased potential for containing buried deposits that could contain archaeological materials, if present; however, the amount of disturbance, lack of previously identified archaeological sites, and distance to any known water sources reduce the overall archaeological sensitivity.

Given the lack of resources present in the project study area and the documented level of development disturbance, the Project has limited potential for intact archaeological resources at the surface or within any artificial fill deposits identified across the project study area. The project study area does, however, maintain an increased potential for intact buried deposits to occur below any disturbance or artificial fill deposits (if encountered during construction). Although the discovery of archaeological resources is not expected, Measures **CR-1** through **CR-3**, which are standard measures for projects of a similar type, will be implemented should intact archaeological resources be discovered during construction.

CR-1 **Retain a Qualified Archaeologist and Develop Worker Environmental Awareness Program Training and Deliver to Construction Crews.** Prior to the start of ground-disturbing activities, the City will retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (36 Code of Federal Regulations [CFR] Part 61). Prior to the start of ground-disturbing activities, the qualified archaeologist will prepare a cultural resources sensitivity training module to be used as part of the Worker Environmental Awareness Program training. All construction personnel will receive sensitivity training prior to beginning work on site. Construction personnel will be informed about the types of archaeological resources that may be encountered and the proper procedures to be enacted in the event of an inadvertent discovery of archaeological resources or human remains. The City and the lead construction firm will ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.

CR-2 **Follow an Unanticipated Discoveries Protocol.** Although not expected, if an isolated artifact or archaeological deposit is discovered that requires salvaging, then the qualified archaeologist will have the authority to temporarily halt construction activities within 100 feet of the find and will be given sufficient time to recover the item(s) and map the location with a global positioning system (GPS) device. If buried cultural resources are discovered inadvertently during ground-disturbing activities, then work should be temporarily halted in the area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the lead agency. If the find is prehistoric or Native American in origin, then

consultation with local Native American tribes who have expressed interest and concern regarding the Project should be undertaken.

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

Less-than-Significant Impact. No known human remains are in the vicinity of the project area. Because the Project would potentially involve ground-disturbing activities into native soils that could contain previously unknown archaeological sites, it is possible that such actions could unearth, expose, or disturb previously unknown human remains. Measure **CR-3**, which is a standard measure for similar types of projects, will be implemented if human remains are discovered.

CR-3 Implement Procedures for Discovery of Human Remains and Associated or Unassociated Funerary Objects. The discovery of human remains is always a possibility during ground-disturbing activities. If human remains are encountered, then all work will halt in the vicinity (i.e., within 100 feet) of the find, and the Los Angeles County Coroner will be contacted, in accordance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, then the NAHC will be notified, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code Section 5097.98 (as amended by AB 2641). The NAHC will designate a Most Likely Descendant for the remains, per Public Resources Code Section 5097.98. Until the landowner has conferred with the Most Likely Descendant, the City will ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.

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2.6 Energy

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
ENERGY – Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Discussion

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

Less-than-Significant Impact. The short-term construction and long-term operation of the Project would require the consumption of energy resources in several forms at the project site and within the project area. Construction and operational energy consumption are evaluated in detail below.

Electricity

Construction

Temporary electric power for potential as-necessary lighting and electronic equipment, such as computers inside temporary construction trailers, would be provided by Southern California Edison or other providers within Los Angeles County. The electricity used for such activities would be temporary, have a negligible contribution to the Project's overall energy consumption, and have a minimal effect on energy consumption in the region.

Operations

Project operation would require electricity similar to that utilized currently. This includes electricity for traffic signals and streetlights that currently exist. The electricity associated with operation of the Project would be created off site. Otherwise, project operation would not require additional notable electricity for daily operations, nor would it create new or additional electricity needs.

For comparison, nonresidential electricity demand for Los Angeles County in 2020 was 42,736.77 gigawatt-hours per year (CEC 2022). The Project's operational energy use would be negligible and result in a minimal, if any, increase in electricity consumption compared to the total demand in Los Angeles County. Therefore, impacts related to operational electricity use would be less than significant.

Natural Gas

Construction and Operations

Natural gas is not anticipated to be required during construction or operation of the Project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under

the *Petroleum Fuel* subsection. Therefore, there would be no impacts related to construction and operational natural gas use.

Petroleum Fuel

Construction

The Project would require the use of nonrenewable energy resources in the form of fossil fuels used to operate equipment and fuel vehicle trips during construction and operation. Diesel and gasoline fuels would be consumed during the Project's construction activities. Energy expenditures during construction would be temporary, lasting approximately 6 months. Construction would not result in wasteful or inefficient use of energy. Table 2-4 shows projected energy fuel consumption during construction. Construction fuel consumption represents the anticipated total fuel use over the 6-month construction period.

Table 2-4. Project Construction – Annual Petroleum Consumption

Source	Diesel (gallons)	Gasoline (gallons)
Off-road Equipment	22,283	–
Haul Trucks	5,548	–
Vendor Trucks	–	–
Workers	–	5,021
Estimated Total Fuel Consumption	**27,831**	**5,021**

Source: Total Fuel Consumption calculated by ICF based off methodologies from EPA 2021 EF Hub and BTS 2021. Total Fuel Consumption calculations based off CO_2e emissions modeled by ICF with CalEEMod methodology.

During the Project's construction period, diesel and gasoline would be used to fuel onsite construction equipment, offsite hauling vehicles, and working automobiles. Construction of the Project would consume an estimated 27,831 gallons of diesel and 5,021 gallons of gasoline (see Appendix A). In Los Angeles County, approximately 623,000,000 gallons of diesel and approximately 2,770,000,000 gallons of gasoline are consumed annually (CEC 2020). The Project's diesel consumption would represent less than 0.0036 percent of Los Angeles County use, and gasoline consumption would represent 0.0002 percent. Therefore, energy consumed during project construction would be minimal, and impacts would be less than significant.

Operations

The Project has no projected operational fuel consumption. The Project would not increase roadway capacity, nor and would it generate additional VMT to the vehicle fleet mix. The Project is expected to reduce traffic delays and improve vehicle queue lengths at the project site. Therefore, associated petroleum fuel consumption with motor vehicles traveling to and from the project site would not increase. As such, energy consumed during project operations would be minimal and is not expected to exceed the consumption that would be expected if the Project were not constructed. Impacts would be less than significant.

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

No Impact. The current and applicable local plan for renewable energy or energy efficiency for the Project is the Los Angeles County 2015 *Unincorporated Los Angeles County Community Climate*

Action Plan for 2020 (CCAP) (Los Angeles County 2015). The CCAP was adopted in October 2015 to set goals for the county to reduce 1990 greenhouse gas (GHG) emissions levels by 2020. Because the Project would not be operational until 2024, some of the goals outlined in the CCAP may not be applicable. It should be noted that Los Angeles County has drafted a new Climate Action Plan for 2045, but it has not yet been adopted/finalized.

Table 2-5. Consistency of the Project with the Los Angeles County 2015 *Unincorporated Los Angeles County Community Climate Action Plan for 2020*

Goals	Targets	Project Consistency Assessment
BE-1: Green Building Development	Promote and incentivize at least Tier 1 voluntary standards within CALGreen for all new residential and nonresidential buildings. Develop a heat island reduction plan and facilitate green building development by removing regulatory and procedural barriers.	**Not applicable.** The Project would not conflict with this statute.
BE-2: Energy Efficiency Programs	Energy efficiency retrofits for at least 25% of existing commercial buildings over 50,000 square feet and at least 5% of existing single family residential buildings.	**Not applicable.** The Project would not conflict with this statute.
BE-3: Solar Installations	Promote and incentivize solar installations for new and existing homes, commercial buildings, carports and parking areas, water heaters, and warehouses.	**Not applicable.** The Project would not conflict with this statute.
BE-4: Alternative Renewable Energy Programs	Implement pilot projects for currently feasible wind, geothermal, and other forms of alternative renewable energy.	**Not applicable.** The Project would not conflict with this statute.

Source: Los Angeles County 2015.

As discussed in Table 2-5, although the Project would be consistent with the CCAP goals and strategies, the goals and strategies included in the CCAP are not applicable to the Project. The CCAP addresses building development and related construction-energy concerns that are not relevant to the Project. Therefore, the Project would not conflict with a local plan for renewable energy or energy efficiency and would have no impact.

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2.7 Geology, Soils, and Paleontological Resources

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
GEOLOGY, SOILS, AND PALEONTOLOGICAL RESOURCES – Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
2. Strong seismic ground shaking?	☐	☐	☒	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
4. 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 an onsite or offsite 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 wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Discussion

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

a.1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. Southern California earthquake faults are classified as active, potentially active, and inactive. As defined by the California Geological Survey (CGS), *active* faults are those that have ruptured within Holocene time or in approximately the last 11,000 years. *Potentially active* faults are those that show evidence of movement during Quaternary time (approximately the last 1.6 million years), but for which evidence of Holocene movement has not been established. *Inactive faults* have not ruptured in the last approximately 1.6 million years. *Surface-fault rupture* is the offset or rupturing of the ground surface by relative displacement across a fault during an earthquake. According to the CGS Earthquake Zones of Required Investigation (CGS 2022), the East Montebello fault zone, approximately 2.8 miles to the east–northeast, is the closest to the Project. Therefore, rupture of a known earthquake fault would not occur within the project footprint. No impact would occur.

a.2. Strong seismic ground shaking?

Less-than-Significant Impact. The Los Angeles area, including Montebello, is seismically active, as is the majority of southern California. Earthquake events from one of the regional active faults (e.g., the previously referenced East Montebello fault) or potentially active faults could result in strong ground shaking, which could affect the project site. The level of ground shaking during an earthquake would depend on many factors, including the size and type of earthquake, distance from the epicenter, and subsurface geologic conditions.

The Project would include improvements along Via Campo and Garfield Avenue, with the intent to separate an existing bus stop pad south of the intersection of Garfield Avenue and Via Campo from southbound Garfield Avenue by constructing a bus turnout lane. Improvements would also include new roadway pavement primarily associated with new dedicated right-turn lanes, ADA-compliant curb ramps, sidewalks, and parkways, and modifications to conflicting utilities, storm drain systems, and traffic signals. No structures intended for human occupation would be built as part of the Project; therefore, the potential risk of a direct or indirect impact associated with strong seismic shaking would be low. The Project would not contain features that would directly or indirectly cause or intensify effects of seismic ground shaking, and all project components would be constructed in compliance with all applicable engineering standards and in accordance with the most recent County of Los Angeles Building Code (2020). Therefore, impacts related to seismic ground shaking would be less than significant.

a.3. Seismic-related ground failure, including liquefaction?

No Impact. *Liquefaction* occurs when saturated, low-density, loose materials (e.g., sand, silty sand) are weakened and transformed from a solid to a near-liquid state as a result of increased pore-water pressure. The increase in pressure is caused by strong ground motion from an earthquake. Liquefaction most often occurs in areas underlain by silts and fine sands and where shallow

groundwater exists. The project site is not identified in an area susceptible to liquefaction, per CGS's Earthquake Zones of Required Investigation (CGS 2022). In addition, the Project would involve improvements along Via Campo and Garfield Avenue and include new roadway pavement primarily associated with new dedicated right-turn lanes, ADA-compliant curb ramps, sidewalks, and parkways, and modifications to conflicting utilities, storm drain systems, and traffic signals. It would not include construction of any structures intended for permanent human occupation, nor would it contain features that would directly or indirectly cause or intensify ground failure conditions. All project components would be constructed in compliance with the most recent County of Los Angeles Building Code and with all applicable engineering standards. Therefore, impacts related to seismic-related ground failure, including liquefaction, would not be expected.

a.4. Landslides?

No Impact. The Project would be constructed within and in the vicinity of the intersection of Via Campo and Garfield Avenue, which is flat and has no notable natural or graded slopes. Furthermore, the project site is not in a CGS–designated landslide zone (per CGS's Earthquake Zones of Required Investigation) and, according to USGS's National Map Viewer (USGS 2022a), elevation throughout the project area is identified as 260 feet throughout, with no variation. No impacts related to landslides would occur.

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

Less-than-Significant Impact. The Project would involve roadway improvements and include new roadway pavement primarily associated with new dedicated right-turn lanes, ADA-compliant curb ramps, sidewalks, and parkways, and modifications to utilities, storm drain systems, and traffic signals. Therefore, the Project would result in soil disturbance during excavation and grading activities. However, best management practices (BMPs) would be employed during construction (e.g., sediment- and erosion-control measures) to prevent pollutants from leaving the site, as required by the project-specific stormwater pollution prevention plan (SWPPP) to be prepared under the Construction General Permit[6] Order 2009-0009-DWQ (SWRCB 2022). Moreover, none of the activities to be conducted during operation would contribute to erosional processes. Therefore, the Project would not result in significant impacts related to soil erosion or the loss of topsoil. Impacts would be less than significant.

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 an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less-than-Significant Impact. Potential impacts related to liquefaction and landslides are discussed under Items a.3 and a.4 above. According to USGS's Areas of Land Subsidence in California (USGS 2022b), the project site is not in an area of recorded subsidence—historical or current—in California. According to the Natural Resources Conservation Service's Web Soil Survey (NRCS 2019), soils classified as Urban land–Ballona and Urban land–Azuvina underlie the project footprint, with Urban land–Ballona being the dominant soil classification. The typical profile in these soils consists of loam,

[6] Dischargers whose projects disturb 1 or more acres of soil or whose projects disturb less than 1 acre, but are part of a larger common plan of development that in total disturbs 1 or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation. The Construction General Permit requires the development of a SWPPP by a certified Qualified SWPPP Developer.

clay loam, and clay in the top 6.5 feet, with parent materials identified as discontinuous human-transported material over young alluvium derived from sedimentary rock. It is possible that onsite soils could be susceptible to unstable conditions (not including conditions already analyzed above); however, the Project would comply with applicable engineering standards and the current County of Los Angeles Building Code. In addition, the Project would not include structures meant for human occupancy or contain features that would directly or indirectly exacerbate unstable soil or geologic conditions. Compliance with the aforementioned codes and standards would ensure that impacts associated with unstable soils are less than significant.

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

Less-than-Significant Impact. Expansive soils are fine-grained soils (generally high-plasticity clays) that can undergo a substantial increase in volume with an increase in water content and a substantial decrease in volume with a decrease in water content. Changes in the water content of highly expansive soils can result in severe distress for structures constructed on or against the soils. As mentioned in Item c. of this section, the typical profile in onsite soils consists of loam, clay loam, and clay in the top 6.5 feet and, therefore, soils on the project site could feature expansive characteristics. However, the Project would comply with applicable engineering standards and the current County of Los Angeles Building Code. In addition, the Project would not include structures meant for human occupancy or contain features that would directly or indirectly create or exacerbate expansive soil conditions. Compliance with the aforementioned codes and standards would ensure that impacts associated with expansive soils are less than significant.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?

No Impact. Project features would not include the use of septic tanks or alternative wastewater disposal systems. No impacts would occur.

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

Less-than-Significant Impact. A review conducted of published geological maps (Campbell et. al. 2016) covering the general Project vicinity showed that the project limits of disturbance overlie old alluvial fan deposits (Qof, late to middle Pleistocene), primarily along Via Campo, and young alluvial fan deposits (Qyf, Holocene and late Pleistocene), primarily along Garfield Avenue. According to the Society of Vertebrate Paleontology, paleontological resources are considered to be older than recorded human history and/or older than middle Holocene (SVP 2010). Holocene-age alluvial deposits are not expected to contain significant paleontological resources; however, Pleistocene-age deposits could potentially contain such resources, should excavation extend into previously undisturbed soil. Because of the extent of disturbance that has already occurred at the site from past construction activity and the generally minimal excavation depth associated with the Project (with the exception of the limited locations where streetlights and trees would be installed at depths of 5 to 12 feet), the potential for significant paleontological resources to be discovered is considered low. Prior to the commencement of ground-disturbing activities, a Paleontological Mitigation Plan (PMP) (**PAL-1**) will be prepared to address the discovery of significant paleontological resources during construction, should this unexpected situation occur. Impacts associated with paleontological resources would be less than significant.

PAL-1 Develop at Paleontological Mitigation Plan. A Paleontological Mitigation Plan will be developed and implemented by a qualified paleontologist prior to commencement of project ground-disturbing activities. The PMP will follow the recommendations of the Society of Vertebrate Paleontology.

References Cited

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State Water Resources Control Board (SWRCB). 2022. Construction Stormwater Program. Available: https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html. Accessed: August 29, 2022.

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2.8 Greenhouse Gas Emissions

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

Discussion

This section summarizes potential GHG emissions associated with construction and operational activities related to the project.

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

Less-than-Significant Impact.

South Coast Air Quality Management District

SCAQMD has primary responsibility for developing and implementing rules and regulations to attain the NAAQS and CAAQS and for permitting new or modified sources, developing air quality management plans, and adopting and enforcing air pollution regulations within the Basin. CARB's Scoping Plans (CARB 2016, 2017) do not provide an explicit role for local air districts with respect to implementing the reduction goals of Senate Bill (SB) 32 and AB 32, but CARB does state that it will work actively with air districts in coordinating emissions reporting, encouraging and coordinating GHG reductions, and providing technical assistance in quantifying reductions. The ability of air districts to control emissions (i.e., criteria pollutants and GHGs) is provided primarily through permitting, but also through the districts' roles as CEQA lead or commenting agency, the establishment of CEQA thresholds, and the development of analytical requirements for CEQA documents.

On December 5, 2008, the SCAQMD Governing Board considered draft GHG guidance and adopted a staff proposal for an interim GHG significance threshold of 10,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) per year for industrial permitting projects where SCAQMD is the lead agency (SCAQMD 2008). The board letter, resolution, interim GHG significance threshold, draft guidance document, and attachments can be found under Board Agenda Item 31 of the December 5, 2008, Governing Board Meeting Agenda. In its draft guidance document, SCAQMD included evidence and rationale for developing thresholds, specifically citing State CEQA Guidelines Section 15064.7(a) ("each public agency is encouraged to develop and publish thresholds of significance that the agency uses in the determination of the significance of environmental effects") and Subsection 15064.7(b) ("Thresholds of significance to be adopted for general use as part of the lead agency's environmental review process must be adopted by ordinance, resolution, rule or regulation, and developed through a public review process and be supported by substantial evidence"). SCAQMD developed thresholds

for stationary sources and land use development projects. SCAQMD's recommended GHG significance threshold underwent a public review process as part of interested-party working group meetings that were open to the public. The draft guidance document provides the supporting analysis and methodology for developing the GHG significance thresholds for stationary sources and land use development projects. After completion of the public process, the proposed interim thresholds for land use development projects were brought to the SCAQMD's Governing Board, but were not formally adopted, whereas the threshold involving industrial permitting projects where SCAQMD is lead agency was adopted.

For industrial process, SCAQMD has formally adopted a 10,000 $MTCO_2e$ threshold for industrial (permitted) facilities where SCAQMD is the lead agency. This industrial source threshold is not appropriate for use on residential, commercial, mixed-use, or transportation projects, such as the Project, because it is not associated with industrial processes.

SCAQMD noted that the proposed interim GHG significance thresholds for evaluation of land use development projects was only a recommendation for lead agencies and not a mandatory requirement. The GHG significance threshold may be used at the discretion of the local lead agency. The draft GHG guidance identified a tiered approach for determining the significance of GHG emissions, one of which included the use of numerical screening thresholds. With respect to numerical GHG significance thresholds, SCAQMD proposed two different approaches to be taken by lead agencies when analyzing GHG emissions, as follows.

- **Option #1** includes using separate numerical thresholds for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 $MTCO_2e$/year), and mixed-use projects (3,000 $MTCO_2e$/year).
- **Option #2** involves use of a single numerical threshold for all nonindustrial projects of 3,000 $MTCO_2e$/year.

SCAQMD's most recent recommendation per its September 2010 meeting minutes is to use Option #2. However, these numerical thresholds have not been adopted by SCAQMD. In the absence of any adopted quantitative threshold, and in accordance with case law and the State CEQA Guidelines, the City of Montebello has determined that the Project would not have a significant effect on the environment if the Project is found to be consistent with applicable regulatory plans and policies to reduce GHG emissions, including the emissions-reduction measures discussed within CARB's 2017 Scoping Plan, *Los Angeles County General Plan: Air Quality Element*, and the *Los Angeles County Draft Climate Action Plan for 2045*. Although the Los Angeles County Draft Climate Action Plan for 2045 is underway, the acting Climate Action Plan for Los Angeles County is the 2015 CCAP. However, because the Project is not expected to be operational until 2024, this Climate Action Plan is not entirely applicable. It should be noted that the City is currently in the process of updating its General Plan, which will most likely include updated GHG goals and strategies.

Note that GHGs and climate change are exclusively cumulative impacts; there are no non-cumulative GHG emissions impacts from a climate-change perspective. Therefore, in accordance with the scientific consensus regarding the cumulative nature of GHGs, the analysis herein analyzes the cumulative contribution of project-related GHG emissions.

Short-Term Construction

Construction of the Project is expected to result in temporary generation of GHG emissions related to off-road equipment use and on-road vehicle operations. As mentioned previously, GHG emissions are

measured exclusively as cumulative impacts; therefore, the Project's construction emissions are considered part of the total GHG emissions of the Project, which also include GHG emissions during operations.

Table 2-6, below, shows the predicted GHG emissions related to construction of the Project. As shown, the Project is estimated to generate a total of 149 $MTCO_2e$ over the construction period. When amortized over the 30-year operational project period, the Project's construction GHG emissions would be approximately 4.97 $MTCO_2e$ per year. Because construction-emission sources would cease once construction is complete, construction emissions are considered short term. This approach is consistent with SCAQMD guidance for analyzing construction GHG emissions (SCAQMD 2008).

Table 2-6. Estimated Short-Term Construction-Related GHG Emissions

Construction Years	Estimated GHG Emissions ($MTCO_2e$)[a]
2023	149
Estimated Total Construction Emissions	**149**
Estimated Annual Construction Emissions (Amortized over 30 years)	*4.97*

Source: Emissions modeling by ICF using CalEEMod version 2020.4.0 methodology (Appendix A).
GHG = greenhouse gas; $MTCO_2e$ = metric tons of carbon dioxide equivalent.

Long-Term Operation

The Project is scheduled to be operational by 2024. The Project would not increase vehicle capacity, nor would it generate additional automobile trips. The Project would make modifications to existing traffic signals and street light, but otherwise has no energy needs or water needs. The estimated operational GHG emissions resulting from the Project would be primarily from area sources. However, the Project's operational GHG emissions would be negligible.

Currently, there are no numerical thresholds for analyzing a project's GHG impacts post-2020 within SCAQMD jurisdiction. Consequently, as discussed above, the Project's consistency with applicable regulatory plans and policies to reduce GHG emissions is used instead, which is discussed below in Item 2.8(b). As shown in Item 2.8(b), the Project would be consistent with CARB's 2017 Scoping Plan and the *2015 Los Angeles County General Plan*. Therefore, the Project would not result in a significant generation of GHG emissions. Impacts would be less than significant.

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

Less-than-Significant Impact. AB 32 and SB 32 outline the state's GHG emissions-reduction targets for 2020 and 2030, respectively. In 2008 and 2014, CARB adopted the Scoping Plan and First Update, respectively, as a framework for achieving the emissions-reduction targets in AB 32. The Scoping Plan and First Update outline a series of technologically feasible and cost-effective measures to reduce statewide GHG emissions. CARB adopted the 2017 Scoping Plan in November 2017 as a framework to achieve the 2030 GHG reduction goal described in SB 32. Because the Project is expected to be in operation by 2024, the statewide GHG emissions-reduction target for 2030 is the statutory statewide milestone target applicable to the Project.

Based on CARB's 2017 Scoping Plan, many of the reductions needed to meet the 2030 target would come from state regulations, including cap-and-trade, the requirement for increased renewable energy

sources in California's energy supply, updates to Title 24, and increased emission-reduction requirements for mobile sources. The 2017 Scoping Plan indicates that reductions would need to occur in the form of changes pertaining to vehicle emissions and mileage standards, changes pertaining to sources of electricity and increased energy efficiency at existing facilities, and state and local plans, policies, or regulations that would lower GHG emissions relative to business-as-usual conditions. The 2017 Scoping Plan carries forward GHG-reduction measures from the First Update, as well as new potential measures to help achieve the state's 2030 target across all sectors of the California economy, including transportation, energy, and industry. Table 2-7 shows the Project's consistency with statutes and programs identified in the state's 2017 Scoping Plan that aim to reduce GHG emissions.

Table 2-7. Consistency of Project with 2017 Scoping Plan

Applicable Policies and Objectives	Project Consistency Assessment
SB 350: Reduce GHG emissions in the electricity sector through the implementation of the 50% RPS, doubling of energy savings, and other actions as appropriate to achieve GHG emissions reductions planning targets in the Integrated Resource Plan process.	**Not applicable.** This policy is a state program that requires no action at the local or project level. The Project would not conflict with this program.
Low-Carbon Fuel Standard: Transition to cleaner/ less-polluting fuels that have a lower carbon footprint.	**Not applicable.** This policy is a state program that requires no action at the local or project level. The Project would not conflict with this program.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario): Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems and reduction of vehicle miles traveled.	**Consistent.** This policy is a state program that requires no action at the local or project level. This would help the Project reduce its mobile GHG emissions.
SB 1383: Approve and Implement Short-Lived Climate Pollutant strategy to reduce highly potent GHGs.	**Not applicable.** This policy is a state program that requires no action at the local or project level and is not applicable to the Project. The Project would not conflict with this statute.
California Sustainable Freight Action Plan: Improve freight efficiency, transition to zero-emission technologies, and increase competitiveness of California's freight system.	**Not applicable.** This policy is a state program that requires no action at the local or project level and is not applicable to the Project. The Project would not conflict with this plan.
Post-2020 Cap-and-Trade Program: Reduce GHGs across largest GHG emissions sources.	**Not applicable.** This policy is a state program that requires no action at the local or project level. The Project would not conflict with this program.

Source: CARB 2017.
GHG = greenhouse gas; RPS = Renewables Portfolio Standard; SB = Senate Bill.

As discussed in Table 2-7, the Project would be consistent with the applicable policies from the 2017 Scoping Plan. Specifically, the Project would be consistent with CCAP actions and initiatives. These initiatives would help reduce the state's GHG emissions from the energy and transportation sectors, which are some of the overarching strategies of the 2017 Scoping Plan. Given that the Project would be consistent with these required measures, operation of the Project would not conflict with the statewide GHG target for 2030 mandated by SB 32.

Los Angeles County General Plan 2035

The Los Angeles County Board of Supervisors adopted the *Los Angeles County General Plan 2035* on October 6, 2015. The Air Quality Element includes the 2015 CCAP. Los Angeles County is currently drafting a new Climate Action Plan, the *Los Angeles County Draft Climate Action Plan for 2045*, but it has not been finalized.

The 2015 CCAP identifies measures to reduce the county's 1990 emissions by 2020. Because the Project will not be operational until 2024, not all of the goals outlined in the CCAP may be pertinent to the Project. The 2015 CCAP analyzed strategies that reduce emissions from transit expansion, reduce idling, improve pavement rehabilitation, and electrify construction and landscaping equipment. The 2015 CCAP also assessed existing legislation and guidance from federal, state, regional, and local entities and completed an inventory of all new and/or existing emission-reducing projects. The Project's consistency with measures found in the 2015 CCAP is discussed in Table 2-8.

Table 2-8. Consistency of Project with the 2015 CCAP

Final Mitigation Measures by General Sector	Consistency Analysis
LUT-2: Improve pedestrian infrastructure to promote walking and access to transit.	**Consistent**. The Project would improve pedestrian infrastructure and access to transit and transit station hubs by widening sidewalks and constructing ADA-compliant ramps, sidewalks, and parkways.
LUT-3: Create bus priority lanes and improves transit facilities and amenities.	**Consistent**. The Project would not change the current bus routes but would improve transit facilities and pedestrian and transit infrastructure and would also improve safety conditions by constructing a bus turnout lane. The Project would also reduce idling time for buses and other mobile sources.
LUT-12: Utilize electric equipment wherever feasible for construction projects.	**Consistent**. The Project would utilize Tier 4 or Tier 4 Final construction equipment.

Source: Los Angeles County 2015.
ADA = Americans with Disabilities Act.

As shown in Table 2-8, the Project would be consistent with the applicable 2015 CCAP measures and the current Los Angeles County General Plan. The Project would not prohibit the county from meeting its GHG reduction goals. Therefore, impacts would be less than significant.

References Cited

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2.9 Hazards and Hazardous Materials

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	☒

Discussion

A portion of the analysis in this section is supported by the February 2022 Group Delta Consultants, Inc.'s *Initial Site Assessment Garfield Avenue and Via Campo Bus Turnout Lane Project.* The purpose of the Initial Site Assessment (ISA) was to review, evaluate, and document present and past land uses and practices and visually examine project site conditions to identify Recognized Environmental Conditions (RECs). A *REC* is defined as the presence or likely presence of any hazardous substances or petroleum hydrocarbons on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum hydrocarbons into structures or into the ground, groundwater, or surface water of the property.

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

Construction

Less-than-Significant Impact. Project construction would involve routine transport, use, and disposal of hazardous materials, such as solvents, paints, oils, grease, and fuels. Such transport, use, and disposal would be compliant with applicable regulations such as regulations from the Resource Conservation and Recovery Act, Occupational Safety and Health Administration (OSHA), and the U.S. Department of Transportation. The regulations mentioned cover hazardous materials–related topics, such as proper personal protective equipment, transport, handling, and disposal, among others.

Although solvents, paints, oils, grease, fuels, and other materials would be transported, used, and disposed of during construction, these materials are typically used in construction projects and would not represent the transport, use, and disposal of acutely hazardous materials. Moreover, these hazardous materials are generally used in small amounts, and any potential construction-related hazardous releases or emissions would be from such commonly used materials as those previously mentioned and would not include substances listed in 40 CFR 355 Appendix A: *Extremely Hazardous Substances and Their Threshold Planning Quantities*. Releases involving common construction hazardous materials would be small and localized, and spills that may occur would be contained and cleaned according to the applicable Safety Data Sheet (SDS) in the appropriate manner (OSHA 2012). A hazardous material SDS would include accidental-release cleanup measures, such as appropriate techniques for neutralization, decontamination, cleaning or vacuuming, and adsorbent materials. In addition, BMPs would be employed during construction to prevent spills of hazardous materials into the surrounding environment, as required by the project-specific SWPPP to be prepared under the Construction General Permit (Order No. 2012-0006-DWQ). Therefore, potential construction impacts associated with the routine transport, use, or disposal of hazardous materials would be less than significant.

Operation

No Impact. The Project would include improvements along Via Campo and Garfield Avenue, with the intent to separate an existing bus stop pad south of the intersection of Garfield Avenue and Via Campo from the Garfield Avenue southbound lanes by constructing a bus turnout lane. Improvements would also include new roadway pavement associated with dedication right-turn lanes, ADA-compliant curb ramps, sidewalks, and parkways, and modifications to conflicting utilities, storm drain systems, and traffic signals. Therefore, operational activities would not include the use of hazardous materials. No impacts would occur.

b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. The potential for a release to occur during the handling, storage, and disposal of hazardous materials is discussed above under Item a.

A September 2022 review of the State Water Resources Control Board's (SWRCB) GeoTracker (SWRCB 2022), Department of Toxic Substances Control's (DTSC's) EnviroStor (DTSC 2022), and California Environmental Protection Agency's Cortese List Data Resources (CalEPA 2022) identified multiple hazardous material sites within 0.25 mile of the project footprint, one of which is within the

project footprint. Offsite hazardous materials sites identified within 0.25 mile of the project footprint are listed below (they have the highest potential to produce a deleterious condition for the Project).

Onsite

- **Mobil #18-EQA** – 897 Garfield Avenue. The site is listed as a Leaking Underground Storage Tank (LUST) site with a *Completed – Case Closed as of 6/6/2019* status. The site was listed with a gasoline release to groundwater. The release was reported to SWRCB in July 1998. Historical remediation activities included affected soil excavation, soil-vapor extraction, and monitoring.

  According to the February 2022 ISA, the Mobil #18-EQA site was identified as a Controlled Recognized Environmental Condition (CREC). A *CREC* is a recognized environmental condition potentially affecting the site that has been addressed to the satisfaction of the applicable regulatory authority or authorities with hazardous substances or petroleum products allowed to remain in place subject to implementation of required controls. As a result of remediation activities conducted on site from 2007 to 2019, the Mobil #18-EQA site was granted closure under SWRCB's Low-Threat Underground Storage Tank Closure Policy. The Los Angeles Regional Water Quality Control Board (LARWQCB) issued conditional closure of the case in June 2019 for commercial use only. Therefore, petroleum-affected soils were left in place subsequent to case closure.

Offsite

- **Texaco Station (Former) –** 892 Garfield Avenue. The site is listed as a LUST site with a *Completed – Case Closed as of 5/5/2005* status. The site was listed with a gasoline release. The affected media was not disclosed.
  - **Texaco Station (Former) –** 892 Garfield Avenue. The site was listed previously under the LUST program with a *Completed – Case Closed as of 10/9/1996* status. The site was listed with a gasoline release to onsite soils.
- **Tune Up Masters Shop #60 –** 2440 Garfield Avenue. The site is listed as a LUST site with a *Completed – Case Closed as of 7/19/1990* status. The site was listed with a waste-oil release to onsite soils.
- **ARCO #1002 –** 2439 Garfield Avenue. The site is listed as a LUST site with a *Completed – Case Closed as of 11/30/2010* status. The site was listed with a gasoline release to onsite soils.
  - **ARCO #1002 –** 2439 Garfield Avenue. The site was listed previously as a LUST site with a *Completed – Case Closed as of 9/6/1996* status. The site was listed with a gasoline release to onsite soils.
- **UNOCAL #5875 –** 879 Wilcox Avenue. The site is listed as a LUST site with a *Completed – Case Closed as of 7/24/1996* status. The site was listed with a solvent or non-petroleum hydrocarbon release to onsite soils.
- **ConocoPhillips Company #255875 –** 879 Wilcox Avenue. The site is listed as a LUST site with a *Completed – Case Closed as of 3/30/2012* status. The site was listed with a gasoline release to groundwater.

- **NARF Management Group Chevron –** 633 Via Campo. The site is listed as a LUST site with a *Completed – Case Closed as of 1/14/2019* status. The site was listed with a gasoline release to groundwater.
- **Chevron #9-2170 2 –** 633 Via Campo. The site is listed as a LUST site with a *Completed – Case Closed as of 3/11/2003* status. The site was listed with a gasoline release to groundwater.
- **Montebello Lincoln Mercury Inc. –** 2747 Via Campo. The site is listed as a LUST site with a *Completed – Case Closed as of 6/2/1997* status. The site was listed with a waste oil release to soil.
- **City Of Montebello Golf Course –** 850 Via San Clemente. The site is listed as a LUST site with a *Completed – Case Closed as of 8/17/2000* status. The site was listed with a solvent or non-petroleum hydrocarbon release to soil.

Although 12 hazardous materials listings were identified either within the project footprint (one site) or within a 0.25-mile radius (11 additional sites), all 12 listings have received closure by the applicable oversight agency and are considered remediated to the agency's satisfaction. However, as described above, the Mobil #18-EQA site was identified as a CREC in the 2022 ISA with petroleum-affected soils on site. Consequently, it is possible that construction activities could encounter contaminated soils and expose construction personnel and the surrounding environment. As a result, a limited site investigation would be conducted prior to construction activities to characterize soil contamination in areas to be disturbed that overlap with historical soil impacts in coordination with LARWQCB. Soil samples would be analyzed for potential residual petroleum hydrocarbon and VOC impacts. The limited site investigation would include sampling methodologies, contaminant concentrations, and protocols on handling and disposing of affected soils (if found on site). Any recommendations identified as part of the site investigation would be implemented.

Demolition

Demolition would occur as part of project construction activities. As a result, it is possible that construction personnel could be exposed to hazardous building materials (according to the ISA, structures on properties to be acquired as part of the Project were constructed between 1948 and 1964[7]), such as asbestos-containing building materials, lead-based paint, polychlorinated biphenyls (PCBs), and fluorescent lights. However, prior to obtaining a demolition permit, a building materials survey would be performed on all buildings to be demolished to check for asbestos-containing materials, lead-based paint, electrical equipment containing PCBs, and fluorescent tubes containing mercury vapors. If any of these are found, then construction worker health and safety regulations, as well as material removal and disposal regulations, would be implemented in accordance with applicable federal and state standards, including California Division of Occupational Safety and Health (Cal/OSHA) and SCAQMD regulations, as follows.

- A health and safety plan will be developed by a certified industrial hygienist for potential lead-based paint, asbestos, or other hazardous building materials risks present during demolition. The health and safety plan will then be implemented by a licensed contractor.
    - OSHA and Cal/OSHA both regulate worker exposure during construction activities that affect lead-based paint. 29 CFR 1926.62 covers construction work in which employees may

[7] Asbestos was used in building materials prior to 1978, but may have been used into the early 1980s.

be exposed to lead during activities such as demolition, removal, surface preparation for repainting, renovation, cleanup, and routine maintenance.

- Necessary City approvals will be acquired for specifications or commencement of abatement activities. Abatement activities will be conducted by a licensed contractor.
- Prior to demolition of construction debris containing asbestos, SCAQMD will be notified prior to initiating demolition activities.
    - Asbestos will be disposed of at a licensed disposal facility.

Through compliance with Cal/OSHA regulations, SCAQMD regulations, and demolition permit requirements, and by conducting a hazardous building materials survey prior to demolition activities, potential impacts associated with demolition activities would be less than significant.

Other Hazardous Materials

The following conditions were not identified as RECs in the ISA, but were characterized as areas of concern.

Thermoplastic striping along Garfield Avenue is likely to be disturbed during project construction. Historically, chrome yellow (i.e., containing lead chromate) was used as the primary yellow pigment in traffic-lane paints and thermoplastic striping (PTS). In 2004, California phased out traffic striping containing lead chromate in thermoplastic striping. Given the recent phase-out of lead chromate in PTS, it is assumed that existing yellow PTS associated with roadway markings contain lead chromate. The California Department of Transportation's (Caltrans) Standard Special Provisions (SSPs) address thermoplastic paint in Division II, *General Construction,* Section 14, *Environmental Stewardship*, and 2018 SSPs would be utilized to guide handling and disposal of yellow PTS along Garfield Avenue. Implementation of applicable SSPs, as required for any project that would remove thermoplastic striping, will be implemented, and impacts, should they occur, would be less than significant.

Several pole-mounted transformers were identified within the project site along Via Campo and Garfield Avenue during preparation of the ISA. Historically, transformers have contained PCBs used as coolants and lubricants. As such, any transformers to be removed or relocated (if needed) as part of the Project would require sample profiling for proper handling and disposal. Sampling and proper handling and disposal would prevent construction personnel and the surrounding environment from being exposed to PCBs. Impacts would be less than significant.

As noted in the ISA, **electrical poles** along Garfield Avenue and Via Campo may require removal as part of project construction. Electrical poles are typically treated with preserving chemicals that protect the wood from insect attack and fungal decay during its use. DTSC requires that treated wood waste (TWW) be disposed of as a hazardous waste and managed by Alternative Management Standards (AMS). The AMS lessen storage requirements, extend accumulation periods, allow shipments of presumed hazardous TWW without manifests or use of registered hazardous waste haulers, and permit disposal at specific nonhazardous waste landfills. If TWW is identified, then applicable AMS will be implemented, and potential impacts associated with TWW would be less than significant.

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

Less-than-Significant Impact. Two schools are within 0.25 mile of the Project: the Miraculous Medal School (840 N. Garfield Avenue) and the Harmony Tree Learning Center (2360 S. Garfield Avenue), immediately adjacent (to the south) and approximately 0.16 mile to the north, respectively. As such, handling of hazardous materials or hazardous waste as a result of project implementation would occur near a school.

Project construction would involve routine handling of hazardous materials, such as solvents, paints, oils, grease, and fuels. These materials must be handled in compliance with applicable regulations, such as those from the Resource Conservation and Recovery Act, OSHA, and the U.S. Department of Transportation. Small amounts of these materials would be handled during construction. However, these are typical for construction projects and would not include acutely hazardous materials. Releases involving common construction hazardous materials would be small and localized, and spills that may occur would be contained and cleaned according to the applicable SDS. In addition, BMPs would be employed during construction (e.g., parking and refueling vehicles and equipment in one area, practicing good housekeeping, properly disposing of hazardous waste) to prevent spills of hazardous materials into the surrounding environment, including nearby schools.

As described under Item b., the Mobil #18-EQA site (located within the project footprint) was identified with residual petroleum-affected soils on site. Consequently, it is possible that construction activities could encounter contaminated soils during construction activities and expose the surrounding environment, including nearby schools. However, a limited site investigation would be conducted on site to characterize existing contaminant concentrations and provide protocols to handle and dispose of affected soils appropriately. Potential impacts would be less than significant.

Demolition activities to be conducted as part of the Project could expose the surrounding environment to hazardous building materials. Through adherence to Cal/OSHA regulations, SCAQMD regulations, and City demolition permit requirements, and by conducting a hazardous building materials survey prior to demolition activities, potential impacts would be less than significant.

Other potential hazardous materials within the project footprint (described in more detail under Item b.) that could expose nearby schools during construction activities include lead chromate in thermoplastic striping, PCBs in onsite transformers, and TWW found in electrical poles. As described in Item b., *Other Hazardous Materials*, thermoplastic striping would be handled according to applicable Caltrans SSPs, transformers to be removed or relocated as part of the Project would require sample profiling for proper handling and disposal, and TWW would be handled and disposed of according to DTSC's AMS. Impacts would be less than significant.

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

No Impact. U.S. Code 65962.5 (commonly referred to as the *Cortese List*) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists of contaminated drinking water wells, sites listed by SWRCB as having underground storage tank leaks (i.e., LUST) or a discharge of hazardous wastes or materials into the water or groundwater and lists from local regulatory agencies of sites with a known migration of hazardous waste/material. As discussed under Item b. above, one LUST site identified was within the project footprint:

- **MOBIL #18-EQA** – 897 Garfield Avenue. The site is listed as a LUST site with a *Completed – Case Closed as of 6/6/2019* status. The site was listed with a gasoline release to groundwater.

The site received closure by the applicable oversight agency and is considered remediated to the agency's satisfaction. However, the site was identified as a CREC in the project-specific ISA, with residual petroleum-affected soils on site. As such, it is possible that construction activities could encounter contaminated soils during construction activities. Implementation of a limited site investigation would characterize existing contaminant concentrations and provide protocols for handling and disposing affected soils appropriately. Potential impacts would be less than significant.

e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. No public airports or public use airports are within 2 miles of the Project. As a result, the Project is not within an Airport Influence Area or any associated airport safety zone. The closest airport is the San Gabriel Valley Airport at 4233 Santa Anita Avenue, approximately 6.15 miles to the northeast. No impact would occur.

f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-Significant Impact. As mentioned under Section 2.17, *Transportation*, there is the potential for roadway closures and detours to occur during construction. This would result in a decrease in roadway capacity and increased congestion and have the potential to affect emergency response in the project area. However, a transportation management plan (TMP) would be prepared by the contractor and implemented during construction activities. The TMP would include, but would not be limited to, a public information program to advise motorists of impending and ongoing construction activities, approval for any construction vehicular traffic detours or construction work requiring encroachment into public ROWs or any other street use activity, and timely notification of construction schedules to all affected agencies. Although the General Plan's Safety Element identifies Garfield Avenue as an evacuation route, the Project would not include any characteristics (e.g., permanent road closures, long-term blocking of road access) that would physically impair or otherwise interfere with emergency response or evacuation in the vicinity. If lane closures are required, then it would only be on a temporary basis. All large construction vehicles entering and exiting the site would be guided by personnel using signs and flags to direct traffic. Additionally, construction activities would provide adequate emergency access, minimizing temporary impacts on local evacuation routes, and would not permanently affect major arterials surrounding the Project.

Implementation of both standard industry construction traffic practices and a TMP, discussed below in Section 2.17, *Transportation*, would reduce potential impacts to less-than-significant levels.

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

No Impact. The Project is in a fully developed portion of Los Angeles County, with no wildlands nearby. According to the California Department of Forestry and Fire Protection's (CAL FIRE) *Very High Fire Hazard Severity Zones in [Local Responsibility Area] as Recommended by CAL FIRE* (CAL FIRE 2011), the project site is not within a Very High Fire Hazard Severity Zone (VHFHSZ). The closest VHFHSZ is 4.4 miles east–southeast, in the direction of the Rose Hills Cemetery (CAL FIRE 2011). No impact would occur.

References Cited

California Department of Forestry and Fire Protection (CAL FIRE). 2011. *Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE*. Available: https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf. Accessed: August 29, 2022.

California Environmental Protection Agency (CalEPA). 2022. Cortese List Data Resources. Available: https://calepa.ca.gov/sitecleanup/corteselist/. Accessed: August 29, 2022.

Department of Toxic Substances Control (DTSC). 2022. EnviroStor. Available: https://dtsc.ca.gov/your-envirostor/. Accessed: August 29, 2022.

Group Delta Consultants, Inc. 2022. *Initial Site Assessment Garfield Avenue and Via Campo Bus Turnout Lane Project Montebello, California.* Final. EN772. Ontario, CA. Prepared for NCM Engineering Corporation, Rancho Santa Margarita, CA.

Occupational Safety and Health Administration (OSHA). 2012. *OSHA Brief – Hazard Communication Standard: Safety Data Sheets*. Available: https://www.osha.gov/sites/default/files/publications/OSHA3514.pdf. Accessed: August 29, 2022.

State Water Resources Control Board (SWRCB). 2022. GeoTracker. Available: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=via+campo+and+garfield+avenue%2C+montebello. Accessed: August 29, 2022.

2.10 Hydrology and Water Quality

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY – Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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 that would:				
1. Result in substantial erosion or siltation on or off site;	☐	☐	☒	☐
2. Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site;	☐	☐	☒	☐
3. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
4. 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?	☐	☐	☒	☐

Discussion

a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less-than-Significant Impact. The project site is within the jurisdiction of LARWQCB, which sets water quality standards for all ground and surface waters within its region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific waterbodies and the levels of water quality that must be met and maintained to protect those uses. Water quality standards for all ground and surface waters are implemented through the City's standard permitting process.

Construction activities such as site preparation, concrete saw-cutting, and asphalt grinding may have the potential to result in the discharge of sediment, oils, or other contaminants into the local streets and drainage infrastructure. However, Project operation is not expected to result in the discharge of

materials or contaminants, and project construction activities would not violate water quality standards or waste discharge requirements. The Project would comply with existing National Pollutant Discharge Elimination System requirements, including the preparation of an SWPPP required for all projects larger than 1 acre in size. As part of an SWPPP, BMPs would be identified and implemented to reduce soil erosion, sedimentation, non-stormwater discharges, and the release of hazardous materials. In addition, construction would comply with applicable federal and state laws, regulations, and requirements pertaining to hazardous use, transport, and disposal, reducing the potential for release of pollutants into waterways. Impacts would be less than significant.

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

Less-than-Significant Impact. The Project proposes road improvements in an existing paved ROW and, as such, would not involve the creation of new impermeable surfaces. Small amounts of water may be required during construction, such as for dust suppression during grading, which could include groundwater. However, use of water would be temporary and short term and would cease following the completion of construction. Project operation would not utilize groundwater or increase the demand for groundwater. Therefore, the Project's impact on groundwater supplies is considered less than significant.

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 that would:

1. **Result in substantial erosion or siltation on or off site;**
2. **Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site;**
3. **Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
4. **Impede or redirect flood flows?**

Less-than-Significant Impact. During construction, stormwater drainage could be temporarily altered and result in erosion or siltation or may increase the rate or amount of surface runoff. However, the Project does not propose the addition of new impermeable surfaces and would be relatively small in size, with less than 2 acres of disturbance. Project operation would not include activities that would alter existing drainage patterns. As such, the Project would not affect drainage patterns or result in changes in the ground surface that would result in substantial siltation, changes to stormwater, or redirection or increase of flood flows. As discussed for Item a., a project-specific SWPPP would include BMPs, which would reduce potential impacts on waterways from sedimentation and pollutant releases. The Project's impact on existing drainage patterns would be less than significant.

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

No Impact. The Federal Emergency Management Agency Flood Insurance Rate Maps (map panel 06037C1645F, effective date September 26, 2008) indicates that the Project is within an area designated as Zone X, Area of Minimal Flood Hazard (FEMA 2008), and is not within a 1-percent annual chance (100-year) flood zone. The project area is more than 20 miles east of the Pacific

Ocean. According to the California Emergency Management Agency, the Project is outside of the California Tsunami Hazard Area and would be unlikely to experience a tsunami that would risk the release of pollutants (CalEMA 2021). There are no nearby water storage facilities, dams, or reservoirs that would result in an adverse effect from a seiche. As a result, the Project would not be expected to risk the release of pollutants due to project inundation.

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

Less-than-Significant Impact. The Project is within the jurisdiction of LARWQCB, which adopted a Water Quality Control Plan that designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. The project site consists of land within the City-owned ROW and surrounding residential, vacant, and commercial properties. The Project is not associated with infrastructure required to implement a water quality control plan or sustainable groundwater management plan. As discussed in Item b., above, small amounts of groundwater may be utilized during construction. However, use of water would be temporary and short term and would not constitute an ongoing new use of water. The Project would comply with existing National Pollutant Discharge Elimination System requirements and would implement construction BMPs to reduce pollutants of concern in stormwater runoff. Compliance with these regulatory requirements would ensure that the Project would not degrade or alter water quality, cause the receiving waters to exceed water quality objectives, or impair the beneficial use of receiving waters. As such, the Project would not result in water quality impacts that would conflict with the LARWQCB Water Quality Control Plan.

References Cited

California Emergency Management Agency (CalEMA). 2021. Los Angeles County Tsunamic Hazard Areas. Available: www.conservation.ca.gov/cgs/tsunami/maps/los-angeles. Accessed: January 24, 2022.

Federal Emergency Management Agency (FEMA). 2008. FEMA's National Flood Hazard Layer (NFHL) Viewer. Map Numbers 06037C1315F and 06037C1320F, dated September 26, 2008. Available: hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd. Accessed: January 24, 2022.

2.11 Land Use and Planning

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
LAND USE AND PLANNING – Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Discussion

a. Physically divide an established community?

No Impact. The physical division of an established community typically refers to the construction of a linear feature, such as a highway or railroad, or removal of a means of access, such as a road or bridge, which would affect mobility within or between existing communities. The Project proposes the addition of a bus turnout lane and associated improvements and would not create a barrier nor physically divide an established community. No impact would occur.

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?

No Impact. Land uses within the limits of disturbance are under the jurisdiction of the City of Montebello. The Project would occur within the One-Family Residential (R-1), Two-Family Residential (R-2), and General Commercial (C-2) zoning designations. The project site has the land use designations of Transportation Facility, General, and Medium-Density Residential, as designated in the *City of Montebello General Plan* (City of Montebello 1973). The Project would involve improvements associated with an existing bus stop and does not propose the addition of a new land use that would conflict with the City's General Plan or Municipal Code. Neither the zoning nor the land use designation would change as result of the Project. No impact would occur.

References Cited

City of Montebello. 1973. *General Plan Land Use Element.* Available: https://www.cityofmontebello.com/general-plan.html. Accessed: August 30, 2022.

2.12 Mineral Resources

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

Discussion

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

No Impact. According to the Surface Mining and Reclamation Act Mineral Land Classification map, the project site would be in an area with a mineral land classification of Mineral Resource Zone (MRZ) 1 (DOC 1994). MRZ-1 is classified as areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. The Project runs through an urban and developed area. According to the USGS Mineral Resources Data System, the project area is not identified as a known mineral resources area and does not have a history of mineral extraction uses (USGS 2022). The Project would not affect any mineral extraction sites nor involve mineral extraction. As such, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. No impact is expected to occur.

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

No Impact. The project site is not in an area used for mineral extraction and is not known as a locally important resource recovery site. The Project is within a developed, urban area and is not delineated on the *City of Montebello General Plan* (City of Montebello 1975) or any other land use plan for mineral resource recovery uses. Therefore, the Project would not result in the loss of availability of locally important mineral resource recovery sites or known mineral resources delineated on a local general plan, specific plan, or other land use plan. No impact would occur.

References Cited

California Department of Conservation (DOC). 1994. Generalized Mineral Land Classification Map of Los Angeles County – South Half.

City of Montebello. 1975. *General Plan Conservation Element*. Available: https://www.cityofmontebello.com/images/Planning%20%20and%20Community%20Development/General%20Plan/Conservation%20Element.pdf. Accessed: May 2022.

U.S. Geological Survey (USGS). 2022. Mineral Resources Data System (MRDS). Available: https://mrdata.usgs.gov/mineral-resources/mrds-us.html. Accessed: May 2022.

2.13 Noise

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
NOISE – Would the project:				
a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	☐	☐	☒	☐
b. Generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. Be located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

Noise is defined as unwanted sound; however, not all unwanted sound rises to the level of a potentially significant noise impact. To differentiate unwanted sound from potentially significant noise impacts, the City has established noise regulations. The following analysis evaluates potential noise impacts at noise-sensitive land uses in each jurisdiction that would result from construction and operation of the Project.

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air). *Noise* is generally defined as unwanted sound (i.e., loud, unexpected, or annoying sound). *Acoustics* is defined as the physics of sound. In acoustics, the fundamental scientific model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receiver determine the sound level and characteristics of the noise perceived by the receiver. Acoustics addresses primarily the propagation and control of sound.

Sound, traveling in the form of waves from a source, exerts a sound pressure level (referred to as sound level) that is measured in decibels (dBs), which is the standard unit of sound amplitude measurement. The dB scale is a logarithmic scale (i.e., not linear) that describes the physical intensity of the pressure vibrations that make up any sound, with 0 dB corresponding roughly to the threshold of human hearing and 120 to 140 dB corresponding to the threshold of pain. In a non-controlled environment, a change in sound level of 3 dB is considered "just perceptible," a change in sound level of 5 dB is considered "clearly noticeable," and a change in 10 dB is perceived as a doubling of sound volume (Caltrans 2013). Pressure waves traveling through air exert a force registered by the human ear as sound.

The typical human ear is not equally sensitive to all frequencies of the audible sound spectrum. As a consequence, when assessing potential noise impacts, sound is measured using an electronic filter that deemphasizes the frequencies below 1,000 Hertz (Hz) and above 5,000 Hz in a manner corresponding to the human ear's decreased sensitivity to extremely low and extremely high frequencies. This method of frequency weighting is referred to as A-weighting and is expressed in units of A-weighted decibels

(dBA). A-weighting follows an international standard methodology of frequency de-emphasis and is typically applied to community noise measurements.

An individual's *noise exposure* is a measure of noise over a period of time, whereas a *noise level* is a measure of noise at a given instant in time. Community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. The background noise level changes throughout a typical day, but does so gradually, corresponding with the addition and subtraction of distant noise sources, such as traffic. What makes community noise variable throughout a day, besides the slowly changing background noise, is the addition of short-duration, single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual. These successive additions of sound to the community noise environment change the community noise level from instant to instant, requiring the measurement of noise exposure over a period of time to legitimately characterize a community noise environment and evaluate cumulative noise impacts.

The time-varying characteristic of environmental noise over specified periods of time is described using statistical noise descriptors in terms of a single numerical value, expressed as dBA. The most frequently used noise descriptors are summarized below.

- **Equivalent sound level** (L_{eq}): L_{eq} is used to describe the noise level over a specified period of time, typically 1 hour, i.e., $L_{eq}(1)$, expressed as L_{eq}. The L_{eq} may also be referred to as the "average" sound level.
- **Maximum sound level** (L_{max}): The maximum instantaneous noise level.
- **Minimum sound level** (L_{min}): The minimum instantaneous noise level.
- **Percentile-exceeded noise level** (L_X): The noise level exceeded for specified percentage (x) over a specified time period; i.e., L_{50} and L_{90} represent the noise levels that are exceeded 50 and 90 percent of the time specified, respectively.
- **Day-night average noise level** (L_{dn}): The L_{dn} is the average noise level over a 24-hour period, including an addition of 10 dBA to the measured hourly noise levels between the hours of 10:00 p.m. and 7:00 a.m. to account for nighttime noise sensitivity.
- **Community Noise Equivalent Level** (CNEL): CNEL is the average noise level over a 24-hour period that includes an addition of 5 dBA to the measured hourly noise levels between the evening hours of 7:00 p.m. and 10:00 p.m. and an addition of 10 dBA to the measured hourly noise levels between the nighttime hours of 10:00 p.m. and 7:00 a.m. to account for noise sensitivity during the evening and nighttime hours, respectively.

The City of Montebello Municipal Code

City noise regulations are found in Chapter 17.32 of the City's Municipal Code and establish acceptable ambient sound levels to regulate intrusive noises within specific land use zones.

Sections 160.A and 160.B provide limitations on noise levels for daytime and nighttime hours, as measured at the property line of the noise-emitting land use. It also accounts for people's increased tolerance for short-duration noise events by providing various decibel allowances based on the duration of the noise. Table 2-9 shows this information.

Table 2-9. Noise Limits on Permitted Uses[8]

Adjacent Zone	Maximum Noise Level for Daytime Hours (7:00 a.m. to 10:00 p.m.)	Maximum Noise Level for Nighttime Hours (10:00 p.m. to 7:00 a.m.)
Residential	65 dBA	60 dBA
Commercial	70 dBA	70 dBA
Industrial	75 dBA	75 dBA

Source: City of Montebello 1993.
Notes:
1. The noise standard for cumulative period of more than 30 minutes in any hour; or
2. The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour; or
3. The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour; or
4. The noise standard plus 15 dBA for a cumulative period of more than 1 minute in any hour; or
5. The noise standard plus 20 dBA for any period of time.
dBA = A-weighted decibels.

Chapter 9.08 of the City's Municipal Code discusses loud and raucous noise as it relates to disturbing public peace. Construction-related noise is considered allowable between the hours of 7:00 a.m. and 8:00 p.m. during weekdays, and between 9:00 a.m. and 6:00 p.m. on Saturdays, Sundays, and legal holidays. This section also states that heavy equipment (e.g., pile drivers, bulldozers, other construction equipment) is only allowed to be used between 7:00 a.m. and 8:00 p.m.

Section 170 of Chapter 17.32 also provides limitations on permitted vibration levels for impact and steady-state vibration sources as measured at the property line of the receiving land use. These limitations are put in place to prevent vibration from being perceptible. Vibration limits are shown in Table 2-10.

Table 2-10. Vibration Limitations

Adjacent Zone	Vibration in Inches Per Second (PPV in/sec): Impact	Vibration in Inches Per Second (PPV in/sec): Steady-State
Residential	0.006	0.003
Commercial	0.010	0.005
Industrial	0.100	0.040

Source: City of Montebello 1993.
in/sec = inches per second; PPV = peak particle velocity.

City of Montebello General Plan

The City adopted the current General Plan in May 1975. The Noise Element of this document is used to recognize adverse impacts from noise within the City. Although the Noise Element does not have a land use compatibility table outlining acceptable outdoor noise levels for various land use categories, Figure 8 of the Noise Element shows a relationship between the trend in public reaction as it relates to noise levels near residences. Table 2-11 lists these reactions and their related noise levels.

[8] The notes section indicates that noise levels that exceed the permitted noise levels referenced in the Municipal Code are acceptable provided that these noise levels do not exceed specific timeframes within any single hour.

Table 2-11. Trend of Public Reaction to Noise Near Residences

Public Reaction to Noise	Noise Level (dBA L_{eq})
Acceptable	60
Complaints Are Rare	65
Complaints Possible	70
Complaints Are Likely	75

Source: City of Montebello 1975.
dBA = A-weighted decibels; L_{eq} = equivalent sound level.

Existing Noise Environment

The existing ambient noise levels in the project vicinity (i.e., land uses and area fronting onto and surrounding the Project along Garfield Avenue and Via Campo) are dominated by vehicular traffic on major roadways in the area, such as SR-60, Garfield Avenue, and Via Campo. Other noise sources include distant and intermittent landscaping activities at the Montebello Country Club golf course. Noise is often measured to characterize the ambient noise levels in the vicinity of a project site. To characterize the existing ambient noise environment near the project site, long- (48-hour) and short-term (20-minute) ambient noise measurements were conducted between July 19 and July 21, 2022.

Long-term measurements were conducted using Piccolo II Professional Class 2 Sound Level Meters (SLMs). The SLMs measured 5-minute equivalent noise levels (L_{eq}), which is an average noise level that would result over a given time interval (i.e., 5 minutes). These were converted into hourly L_{eq} values. Short-term measurements were conducted using Rion NL-21 type-2 SLM, which measured L_{eq} for 20-minute intervals. Weather conditions when the measurements were conducted were clear skies, with an average wind speed of 2.3 miles per hour and temperatures ranging from 79 to 83 degrees Fahrenheit.

The noise measurement locations were generally selected to capture noise levels in areas where noise-sensitive land uses are located. The data from the long-term noise measurements were used to calculate L_{dn}. In addition, measurement data were analyzed to determine the highest and lowest 1-hour L_{eq} level recorded during the measurement period.

Three monitoring locations were selected to collect short-term ambient noise data. Noise levels for these three sites ranged between 59.1 and 69.6 dBA L_{eq}. One long-term measurement was conducted for this project. Measured long-term data were used to calculate day-night levels of 72.2 and 72.9 dBA L_{dn} for the first and second day, respectively. Short-term noise data are presented in Table 2-12. Table 2-13 shows long-term ambient noise data.

Table 2-12. Short-Term Noise Level Measurements in and Around the Project Site

Site	Site Description	Measurement Start Time	L_{eq}	L_{max}	L_{min}
ST-1	Approximately 200 feet southwest of Via Campo and Garfield Avenue intersection (west of golf course tee box)	07/19/2022 10:24 a.m.	61.2	65.7	57.4
ST-2	Approximately 200 feet west of Via San Clemente and Garfield Avenue intersection (north of golf course tee box)	07/19/2022 10:57 a.m.	59.1	67.5	55.3

Site	Site Description	Measurement Start Time	L_{eq}	L_{max}	L_{min}
ST-3	Northbound Garfield Avenue, approximately 280 feet south of Via San Clemente	07/19/2022 11:27 a.m.	69.6	80.4	54.3

Source: See Appendix C for data.
Note: All noise levels are reported in dBA.
dBA = A-weighted decibels; L_{eq} = equivalent sound level; L_{max} = maximum sound level; L_{min} = minimum sound level; ST = short-term (20-minute) ambient noise measurement.

Table 2-13. Long-Term Noise Level Measurements in and Around the Project Site

Site	Site Description	Time Period	Day 1 L_{dn}	Day 2 L_{dn}	Lowest Hour L_{eq}[1] Time	Highest L_{eq}[2] Time
LT-1	850 El Camino Real	07/19/2022–07/21/2022	72.2	72.9	60.7 07/20/2022, 5:00 p.m.	77.7 07/20/2022, 11:00 a.m.

Source: See Appendix C for data.
Notes:
[1] Lowest hour L_{eq} is the lowest calculated L_{eq} level during a 48-hour period.
[2] Highest L_{eq} is the highest calculated L_{eq} level during a 48-hour period.
L_{dn} = day-night average noise level; L_{eq} = equivalent sound level; LT = long-term (48-hour) ambient noise measurement.

a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?

Less-than-Significant Impact.

Construction Noise

Construction of the Project is expected to consist of five phases: demolition, site preparation, grading, building construction, and paving. It is expected that this work would have a total duration of approximately 6 months. A detailed summary of construction equipment assumptions by phase is provided in Appendix C, *Construction and Traffic Noise Modeling*. The analysis includes consideration of construction noise effects from construction equipment on nearby sensitive receptors in the vicinity of the project site. The nearest sensitive land use is the Olmm After School Care courtyard,[9] approximately 280 feet from the project site.

Noise from onsite construction activities would be generated by the use of equipment involved during various stages of construction activities. Noise levels generated by construction equipment would vary depending on factors such as the type and number of pieces of equipment, the specific model (power rating), the construction activities being performed, and the maintenance condition of the equipment. Individual pieces of construction equipment anticipated to be used during project construction could produce maximum noise levels of 77 dBA to 90 dBA L_{max} at a reference distance of 50 feet from the noise source. These maximum noise levels would occur when equipment is operating under full power conditions. The usage factors are based on the Federal Highway Administration (FHWA) *Roadway Construction Noise Model User's Guide* (FHWA 2006). Maximum noise levels and usage factors can be used to calculate hourly equivalent noise levels, or

[9] Nearby residential land uses would be demolished as a part of the Project and therefore would not be considered sensitive land uses.

L_{eq}. Estimated usage factors, L_{max}, and hourly L_{eq} levels are all shown in Table 2-14 for proposed construction equipment.

Table 2-14. Construction Equipment and Estimated Noise Levels

Source	Estimated Usage Factor [3](%)	Reference Noise Level at 50 feet (dBA L_{max})	Reference Noise Level at 50 feet (dBA L_{eq})
Dozer	40%	82	78
Saw, Concrete	20%	90	83
Tractor [1]	40%	84	85
Excavator	40%	81	77
Grader	40%	85	81
Crane	16%	81	73
Generator	50%	81	76
Welder/Torch	40%	74	69
Drill Rig, Auger	20%	84	76
Mixer, Concrete (or concrete mixer truck)	40%	79	74
Paver [2]	50%	77	73
Roller	20%	80	72

Source: FHWA 2006.
Notes:
[1] Equipment data for a tractor were also used to represent a forklift.
[2] Equipment data for a paver were also used to represent additional paving equipment.
[3] Usage factors are the percentage of time that a piece of equipment is being used at full power.
dBA = A-weighted decibels; L_{eq} = equivalent sound level; L_{max} = maximum sound level.

To characterize construction-period noise levels, the hourly L_{eq} noise level associated with each construction phase is estimated based on the quantity, type, and usage factors for each type of equipment used during each construction phase and are typically attributable to multiple pieces of equipment operating simultaneously. Over the course of a construction day, the highest noise levels would be generated when multiple pieces of construction equipment are operated concurrently. The estimated noise levels at noise sensitive receptors were calculated using FHWA's Roadway Construction Noise Model (FHWA 2008a) and were based on a maximum concurrent operation of construction equipment, which is considered a worst-case evaluation. This is considered a worst-case scenario because the Project would typically use less equipment simultaneously, and as such would generate lower noise levels during construction. Table 2-15 shows anticipated worst-case noise levels from each construction phase expected for this project.

Table 2-15. Construction Noise Levels by Phase at Various Distances

Distance (feet)	Distance Attenuation (dB)	Demolition (dBA L_{eq})	Site Preparation (dBA L_{eq})	Grading (dBA L_{eq})	Building Construction (dBA L_{eq})	Paving (dBA L_{eq})
50	0.0	87.3	85.2	85.9	86.0	83.5
100	-6.0	81.3	79.2	79.9	80.0	77.5
150	-9.5	77.8	75.7	76.3	76.5	73.9

Distance (feet)	Distance Attenuation (dB)	Demolition (dBA L_{eq})	Site Preparation (dBA L_{eq})	Grading (dBA L_{eq})	Building Construction (dBA L_{eq})	Paving (dBA L_{eq})
200	-12.0	75.3	73.2	73.8	74.0	71.4
250	-14.0	73.4	71.2	71.9	72.0	69.5
300	-15.6	71.8	69.7	70.3	70.4	67.9
400	-18.1	69.3	67.2	67.8	68.0	65.4
490	-19.8	67.5	65.4	66.0	66.2	63.7

Source: FHWA 2008a.
Note: Noise levels are calculated at a reference distance of 50 feet.
dB = decibels; dBA = A-weighted decibels; L_{eq} = equivalent sound level.

Demolition is expected to be the worst phase for construction noise, with an anticipated noise level of 87.3 dBA L_{eq} at a distance of 50 feet. With respect to the nearest sensitive receptor, Olmm After School Care, demolition activities could occur approximately 300 feet northwest of the courtyard. At this distance, noise levels from demolition activities would attenuate to be approximately 71.8 dBA. The closest noise measurement identified ambient noise levels as 69.6 dBA L_{eq} (ST-3). This would be an increase of 2.2 dBA over ambient. However, because the Municipal Code identifies that construction noise between the hours of 7:00 a.m. and 8:00 p.m. (Monday through Friday) would not be considered loud and raucous, an increase of 2.2 dBA would not be considered a significant impact.[10]

Operations

Once operational, the Project is not predicted to result in an increase in traffic in the vicinity of the Project. Project-specific data, including average daily traffic volumes, were provided by KOA. Roadway speeds were pulled from Google Earth street view, and vehicle mix percentages were pulled from an FHWA Traffic Noise Model spreadsheet. Human sound perception, in general, is such that a change in sound level of 1 dB cannot typically be perceived by the human ear, a change in sound level of 3 dB is just noticeable, and a change of 5 dB is clearly noticeable. When assessing traffic noise impacts, the following thresholds are applied to determine the significance of project-related traffic noise increases.

1. An increase of more than 5 dBA is considered a significant traffic noise increase, regardless of the existing ambient noise level; and
2. In places where the existing or resulting noise environment may cause "rare complaints," "possible complaints," or "likely complaints," any noise increase greater than 3 dBA is considered a significant traffic noise increase.

According to Figure 8 of the Noise Element of the City's General Plan, noise levels up to 60 dBA L_{eq} are considered acceptable for all residential uses. Conditions where public reaction leads to rare complaints occur between 65 and 70 dBA L_{eq}. Noise levels above 70 dBA L_{eq} lead to possible complaints from the public. Therefore, in areas where existing and resulting traffic noise levels are below 60 dBA L_{eq} along segments with residential land uses, a 5-dB increase is allowed before a

[10] The FHWA Roadway Construction Noise Model assumes that all equipment is being operated at the same time within close proximity of one another. Realistically, not all equipment would be used at the same time, and, because of this, the analysis is considered conservative.

significant traffic noise impact is identified. In areas where existing and resulting noise levels are in excess of 60 dBA L_{eq}, a 3-dB increase is allowed before a significant traffic noise impact is identified.

Traffic noise modeling was conducted using FHWA Traffic Noise Model 2.5 (FHWA 2008b) and provided traffic volumes, roadway speeds, and vehicle mix percentages. Traffic noise was evaluated in terms of how project-related traffic noise increases could affect existing noise-sensitive land uses in the project area. Refer to Table 2-16 for the traffic noise modeling results.

Table 2-16. Modeled Traffic Noise Levels

Receiver Number[1]	Existing Conditions (dBA L_{eq})	Cumulative Without Project (dBA L_{eq})	Cumulative Plus Project (dBA L_{eq})	Change between Cumulative Plus Project and Existing Conditions (dB)	Change between Cumulative Conditions (Plus Project minus Without Project) (dB)
1	60.3	62.0	63.2	2.9	1.2
3	57.0	58.3	–[2]	–[2]	–[2]
5	69.1	70.7	–[2]	–[2]	–[2]
6	68.7	70.3	–[2]	–[2]	–[2]
8	56.0	60.7	61.4	5.4	0.7
10	51.3	53.2	57.2	5.9	4.0

Source: FHWA 2008b.
[1] Six receiver locations were used during traffic noise modeling. The identifying numbers were generated by the Traffic Noise Model
[2] These receivers have been removed from the Cumulative Plus Project Model because the structures/receptors they represent would be demolished as part of the project.
dB = decibels; dBA = A-weighted decibels; L_{eq} = equivalent sound level.

Existing modeled noise levels ranged between 51.3 and 69.1 dBA L_{eq}. For the measured locations where noise levels are below 60 dBA, a 5-dB increase due to project-related traffic is acceptable. However, for those existing noise levels between 60 and 70 dBA, only a 3-dB increase in noise due to project-related traffic increases is acceptable. For existing conditions where noise levels are between 60 and 70 dBA, traffic-related noise is anticipated to increase by up to 1.2 dBA (Receiver 1). This is also below the 3-dBA threshold of significance for places where the existing or resulting noise environment may cause "rare complaints," "possible complaints," or "likely complaints."

In the cases where existing noise levels are below 60 dBA, traffic-related noise levels between cumulative-plus-project and existing conditions are projected to increase by 5.4 and 5.9 dB (Receivers 8 and 10). Although this project-related increase is above the allowable threshold of 5 dB, a comparison between cumulative-plus-project and cumulative-without-project shows that project-related noise increases would be up to 4.0 dB (Receiver 10) greater than anticipated noise levels without the Project. This is below the threshold of significance for traffic noise increases. Similarly, if cumulative-plus-project conditions were compared to cumulative-without-project conditions for Receiver 8, it is anticipated that project-related traffic noise would increase by 0.7 dB, which is below the 3 dBA threshold of significance for places where the existing or resulting noise environment may cause "rare complaints," "possible complaints," or "likely complaints."[11]

[11] Traffic modeling of cumulative-without-Project conditions resulted in a predicted noise level higher than 60 dBA at Receiver 8. Due to this, the applicable threshold would lower from 5 dBA to 3 dBA to abide by the thresholds of significance described at the beginning of the *Operations* section.

It should also be noted that these acceptable and complaint-prone thresholds are more closely related to residential land uses. If the Project is approved, then nearby residential land uses would be demolished, leaving only commercial land uses near the project site. In this case, 70 dBA L_{max} is the acceptable noise level for commercial land uses. Table 2-16 shows that predicted traffic-related noise levels would be less than 70 dBA L_{eq} as a result of the Project. Due to this, and because predicted noise increases from project-related traffic changes between cumulative conditions do not exceed the allowable thresholds, impacts from traffic-related noise increases are considered less than significant.

b. Generate excessive groundborne vibration or groundborne noise levels?

Less-than-Significant Impact.

Vibration Damage

Construction of the Project would involve the use of construction equipment that could generate ground-borne vibration. The most vibration-intensive equipment proposed for use during project construction would include an auger drill rig, an excavator, bulldozer, vibratory roller, and backhoe. Estimated vibration levels associated with equipment proposed for use during project construction are shown for a reference distance of 25 feet, as well as other distances, in Table 2-17.

Table 2-17. Construction Equipment Vibration Levels

Equipment	PPV at 25 feet	PPV at 80 feet	PPV at 92 feet	PPV at 300 feet	PPV at 350 feet	PPV at 362 feet	PPV at 530 feet
Auger Drill	0.089	0.016	0.013	0.002	0.002	0.002	0.001
Large Bulldozer [1]	0.089	0.016	0.013	0.002	0.002	0.002	0.001
Small Bulldozer [2]	0.003	0.001	0.000	0.000	0.000	0.000	0.000
Loaded Truck [3]	0.076	0.013	0.011	0.002	0.0015	0.0014	0.0008

Source: FTA 2006.
Notes: Peak particle velocity (PPV) is expressed in inches per second, PPV in/sec.
[1] A large bulldozer would also be representative of an excavator.
[2] A small bulldozer would also be representative of a backhoe and front-end loader.
[3] A loaded truck would also be representative of a commuter bus.

Nearby structures are commercial in nature, with the nearest being a row of businesses on the northbound side of Garfield Avenue, approximately 80 feet from the Project. The nearest sensitive land use is Olmm After School Care. The courtyard and facility building are approximately 300 feet and 530 feet from the project site, respectively.

Caltrans has published vibration guidelines for potential damage to structures related to continuous/ frequent intermittent sources, such as construction equipment, and this guidance is appropriate for use in evaluating the Project because it involves roadway improvements/construction (Caltrans 2020). The commercial buildings along Garfield Avenue are categorized as modern industrial/commercial buildings, which have a damage criterion of 0.5 peak particle velocity (PPV) in inches per second (in/sec). Similarly, the Olmm After School Care building would be categorized as a modern industrial/commercial building.

The most vibration-intensive equipment proposed for construction of this project is a large bulldozer. At a distance of 80 feet, vibration produced by equipment such as a large bulldozer is anticipated to be 0.016 PPV in/sec. This is well below the Caltrans damage criterion for modern industrial/ commercial buildings. Other nearby structures, such as the Olmm After School Care building, are

farther away than these nearest structures and would experience lower vibration levels. Because all of the nearby structures are considered modern industrial/commercial buildings per the Caltrans guidance, these levels would also be below the 0.5 PPV in/sec damage criterion.

Operational vibration due to bus travel along Garfield Avenue is also analyzed to determine if vibration-related damage would occur. After completion of the Project, a total of two buses would be expected to utilize the turnout lane. Compared to existing conditions, these buses would be shifted 12 feet away from the nearest commercial structures (an approximate distance of 92 feet), which are along the northbound side of Garfield Avenue. These buses would also be spaced throughout the day, where it is likely only one bus would drive through the project site at a time. This is consistent with the existing bus schedule, and no changes would be made. Furthermore, vibration from a bus, represented as a loaded truck, would be <0.001 PPV in/sec at the nearest commercial structures (approximately 92 feet away). This is less than the Caltrans damage criterion of 0.5 PPV in/sec for modern industrial/commercial buildings.

Construction equipment is not anticipated to exceed the damage criterion for nearby structures. Similarly, operational use of buses within the project site would not exceed the damage criterion. Furthermore, there would be no changes from the existing bus schedule (e.g., no additional buses). Impacts due to vibration damage would be less than significant.

Vibration Annoyance

Vibration-related annoyance is considered to be substantial if it is expected to result in sleep disturbance at nearby residences. Sleep disturbance from vibration typically occurs if residences are very close to nighttime ground-disturbing construction activities. For the purpose of this analysis, a significant vibration impact related to sleep disturbance could occur if construction activities generate prolonged vibration levels in exceedance of the Federal Transit Administration vibration annoyance thresholds (FTA 2006). Residences and buildings where people normally sleep would be limited to vibration levels of 80 vibration decibels (VdB). Commercial buildings are not typically analyzed for vibration annoyance because they are generally closed during nighttime hours. It should be noted that construction activities are limited to the hours of 7:00 a.m. to 8:00 p.m. Although nighttime sleep disturbances would be unlikely, there are institutional land uses with primarily daytime uses nearby, such as Olmm After School Care. For frequency events, institutional lands have a vibration annoyance criterion of 75 VdB.

The use of a large bulldozer, the most vibration-intensive equipment proposed for project construction, would be expected to result in a vibration level of 55 VdB (or 0.002 PPV in/sec) in the courtyard of Olmm After School Care, approximately 300 feet away. This is below the vibration annoyance criterion for institutional land uses.

Operational vibration from the use of buses is also analyzed for vibration-related annoyance at the nearest sensitive land use. Under existing conditions, buses operate as close as 350 feet from Olmm After School Care. At this distance, a loaded truck, which is representative of a bus, would result in a projected vibration level of 52 VdB (or 0.0015 PPV in/sec). After completion of the Project, buses would be shift one lane farther from the afterschool care facility, making buses operate at an approximate distance of 362 feet. At this distance, anticipated vibration levels from a loaded truck would be 51 VdB (0.0014 PPV in/sec). Impacts due to vibration annoyance would be less than significant.

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

No Impact. The nearest public airport is San Gabriel Valley Airport, which is approximately 6.5 miles from the project site. The nearest private airstrip, Goodyear Blimp Base Airport, is approximately 14.5 miles from the project site. Because no public or private airstrips are within a 2-mile radius of the project site, no further analysis of noise from public airport or private airstrip uses is required.

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2.14 Population and Housing

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
POPULATION AND HOUSING – Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Discussion

a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

No Impact. The Project would construct a bus turnout lane at the corner of Via Campo and Garfield Avenue to improve safety for vehicles and pedestrians. The Project would not directly induce population growth because the Project would not include the addition of any growth-inducing infrastructure, such as new homes and businesses, would not increase roadway capacity, and would not open up areas to development that do not already have access. As such, the Project would not indirectly support new population nor economic expansion nor result in any substantial change to the existing land use pattern nor trigger growth in the area. Therefore, there would be no impact.

b. Displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less-than-Significant Impact. The Project would require widening Garfield Avenue and Via Campo at the southwestern corner of the intersection (see Appendix D, *Draft Engineering Drawings*). The widening would involve the acquisition of seven parcels of land along Garfield Avenue and Via Campo. The seven parcels that would be aquired are shown in Table 1-1. The characteristics of the residential and non-residential displacements that would occur as a result of the Project are summarized in Table 2-18.

Table 2-18. Summary of Residential and Nonresidential Displacements

Single-Family Units	Duplex Homes	Multi-Family Homes	Residential Displacements (Units/Residents)[1]	Nonresidential Displacements (Type/Employees)[2]
2–3 Bedroom (1–Owner; 1–Tenant)	2–2 Bedroom (2–2 Tenants)	1–5 Plex (2 Bedroom) (5–Tenants)	9 Units (31 +/- Residents)	2 Retail/Restaurant (15 Employees) 1 Office (4 Employees)

[1] Estimate of residents is based on an average of 3.4 residents per unit for Census Tract 5302.02. Source: U.S. Census Bureau, 2020 American Community Survey 5-Year Estimates, Table DP04, Selected Housing characteristics. Residential displaces were neither interviewed nor contacted to complete surveys.
[2] Type of and number of employees for nonresidential units is based on visual inspection. Nonresidential displacees were neither interviewed nor contacted to complete surveys.

A relocation impact statement was prepared to evaluate the anticipated relocations associated with the Project (OPC 2023). The evaluation determined that the residential and nonresidential properties displaced by the Project could be replaced by existing properties in the cities and areas within the relocation study area, which includes Montebello, El Monte, Maywood, Monterey Park, Pico Rivera, Rosemead, Alhambra, Arcadia, San Gabriel, South Gate, Whittier, and Los Angeles. The estimated timeframe to complete relocation activities from the time of the first written offer and a willing seller is estimated at 9 months for residential occupants and 18 months for the nonresidential occupants. Table 2-19 and Table 2-20 summarize the characteristics of the replacement properties identified by the relocation impact statement.

Table 2-19. Summary of Relocation Resources Available to Displacees (Residential)

Relocation Resource	For Rent	For Sale	Total Units
Multi-Family (2–Bedroom)	$2,392 average per month 945 average sq ft 2 miles average	NA	9
2–Bedroom Houses/Duplex	$2,674 average per month 937 average sq ft 5.6 miles average	NA	8
3–Bedroom Houses	$3,217 average per month 1,351 average sq ft 3.8 miles average	$790,975 average 1,587 average sq ft 2.2 miles average	10–For Rent 8–For Sale

Sources: 1-week online search from www.homes.com, www.trulia.com, www.zillow, www.coastlinerea.com, www.rent.com, www.apartments.com, from replacement resources in the cities and areas of Montebello, Monterey Park, Bell Gardens, Bell, Huntington Park, Pico Rivera, Whittier, Alhambra, Rosemead, and Los Angeles.
sq ft = square feet.

Table 2-20. Summary of Relocation Resources Available to Displacees (Nonresidential)

Relocation Resources	For Rent Average $/SF/YR	SF Range/Average Average Distance	Total Units
Office	$19.41	800 – 2,500 / 1,397 3.3 miles	11
Retail/Restaurant	$28.58	745 – 3,930 / 1,891 6.5 miles	10
Coffee Shop	$25.41	516 – 2,612 / 1,362 4.2 miles	12

Sources: 1 week on-line search from www.LoopNet.com from replacement resources in the cities and areas of Alhambra, Arcadia, El Monte, Montebello, Los Angeles, Monterey Park, Pico Rivera, Rosemead, San Gabriel, South Gate, and Whittier
SF = square feet; YR = year.

All displacees will be contacted by a Relocation Consultant hired by the City, who will ensure that eligible displacees receive their full relocation benefits, including advisory assistance, and that all activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the California Relocation Act. Relocation resources will be available to all displacees free of discrimination. In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the California Relocation Act, the City will provide relocation advisory assistance to any person,

business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use.

Although the Project would displace existing people or housing, as well as nonresidential uses, the relocation impact statement determined that all displacees could be relocated within existing housing and nonresidential properties. Therefore, no new replacement housing would need to be constructed as a result of the Project. The City would hire a Relocation Consultant to ensure that the displacees would receive full benefits and support during the process in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the California Relocation Act. Therefore, implementation of the Project would result in a less-than-significant impact on population and housing.

References Cited

OPC Services (OPC). May 2023. *Garfield Ave. – Via Campo Bus Turnout Lane Project Draft Relocation Impact Statement.*

2.15 Public Services

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

Discussion

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

a1. Fire protection?

No Impact. The Project would be entirely within the City of Montebello. The Montebello Fire Department provides fire protection services for the City (City of Montebello n.d.(a)). The Project would not include new homes or businesses that would require additional services or extended response times for fire protection services, nor substantially alter the existing fire service demands once construction is completed. The Montebello Fire Department would not be required to expand existing, nor construct new, fire stations to serve the project area. No impact would occur.

a2. Police protection?

No Impact. Police services for the project site are provided by the City of Montebello Police Department, which services the City of Montebello (City of Montebello n.d.(b)). Construction activities would be short term, and operation and maintenance of the Project would be performed by City employees and contractors. The Project would not include new housing or businesses that would require any additional police protection services. Therefore, police protection needs would not increase, and the Montebello Police Department would not be required to expand existing, or construct new, police stations to serve the project area. No impacts would occur.

a3. Schools?

No Impact. The Project would not change existing demand for school services because the Project would not result in an increase in population. The Project would have no impact related to school services.

a4. Parks?

No Impact. As discussed in Section 2.16, *Recreation*, no residential uses or other land uses that are typically associated with directly inducing population growth are included as a part of the Project. An increase in patronage at park facilities is not expected. No impacts associated with the construction or expansion of park facilities would occur.

a5. Other public facilities?

No Impact. The Project would not include new housing or businesses that would require any additional services or public facilities. No impact related to other public facilities would occur.

References Cited

City of Montebello. No date (a). Fire Department Administration. Available: https://www.montebelloca.gov/departments/fire/about_us. Accessed: May 2022.

City of Montebello. No date (b). Police Department. Available: https://www.cityofmontebello.com/department/police.html. Accessed: May 2022.

2.16 Recreation

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
RECREATION – Would the project:				
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion

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

Less-than-Significant Impact. The Project is expected to improve safety conditions for vehicles and pedestrians at the intersection of Via Campo and Garfield Avenue. Entrances to the recreational facilities within 0.5 mile of the Project include the Montebello Country Club (0.5-mile southwest), which includes the City-owned Montebello Municipal Golf Course, and Buena Vista Park (0.5-mile northwest). Construction of the Project would not eliminate access to either of these facilities. Even if construction of the Project required detours along Garfield Avenue, multiple streets provide access to the Montebello Country Club, and the facility would remain accessible during construction. Construction would not be expected to limit access to Buena Vista Park, given its location to the north of SR-60. Both facilities would remain open during operation of the Project. Because existing neighborhood and regional parks and other recreational facilities within 0.5 mile of the Project would remain open during construction and operation, an increase in the use or substantial physical deterioration of other existing recreational facilities would not be expected to occur or be accelerated. The Project would have a less-than-significant impact on existing neighborhood and regional parks or other recreational facilities.

b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No Impact. The Project would not include recreational facilities or new residential development that would require construction or expansion of recreational facilities. Therefore, no new or expanded recreational facilities would be constricted, and no impact would occur.

References Cited

None.

2.17 Transportation

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

Discussion

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

No Impact. The purpose of this Project is to increase safety and minimize conflicting traffic maneuvers between the buses servicing the bus stop and other vehicular traffic on Garfield Avenue. The Project would not increase traffic because no new land uses are proposed, and the Project would not increase roadway capacity. The Project would accommodate existing and future traffic demand, which is expected to increase due to future redevelopment activity nearby and regional traffic growth in the area with or without implementation of the Project, but it would not create new demand, directly or indirectly, and is not capacity increasing. Demand would remain identical with or without the Project.

The Project would not conflict with or obstruct a program, plan, ordinance, or policy addressing the circulation system. There would be no impact.

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

No Impact. As discussed previously, the purpose of the Project is to increase safety on Garfield Avenue by separating the existing bus stop pad from the adjacent southbound lanes on Garfield Avenue. No increase in VMT is anticipated because the Project would not increase the capacity of the existing roadway. Therefore, VMT is projected to be identical between the with- and without-project conditions. Based on Figures 5.1 and 6.1 in the Traffic Study (NCM Engineering Corporation 2022), traffic volumes at the two study intersections on Garfield Avenue are projected to be identical between with- and without-project conditions. Therefore, the Project would not conflict or be inconsistent with State CEQA Guidelines Section 15064.3. There would be no impact.

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

No Impact. The Project would increase safety and minimize conflicting traffic maneuvers between the buses servicing the bus stop and other vehicular traffic on Garfield Avenue. Therefore, the Project

would not increase hazards due to a geometric design or incompatible uses, and there would be no impact.

d. Result in inadequate emergency access?

Less-than-Significant Impact. Construction activities have the potential to result in temporary, localized, site-specific disruptions in the project area involving partial or complete roadway and lane closures and detours. This could lead to increased delay times for emergency response vehicles during construction. However, these delays, should they occur, would be temporary and minor in nature. A TMP would be prepared to alleviate or minimize work-related traffic delays by applying traditional traffic-handling practices and innovative strategies, including public awareness campaigns, motorist information, demand management, incident management, system management, construction methods and staging, and alternate route planning. Therefore, this impact is considered less than significant.

References Cited

NCM Engineering Corporation. 2022. *City of Montebello – Garfield Avenue Bus Turn-Out Lane Traffic Study – Revised*. October.

2.18 Tribal Cultural Resources

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

Discussion

This section presents an analysis of the potential impacts on tribal cultural resources (TCRs) that could result from implementation of the Project. The analysis and assessment are based on consultation with Native American tribes traditionally and culturally affiliated with the City of Montebello (ICF 2022).

A *TCR* is a site, feature, place, cultural landscape, sacred place, or object that is of cultural value to a recognized Native American tribe. The resource may be in or eligible for listing in the CRHR or a local historic register, or a lead agency may choose to treat a resource as a TCR. The City is within the ethnographic zone traditionally associated with the Gabrielino/Tongva Native American tribe.

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less than Significant. Results of the cultural resources records search and archaeological pedestrian surveys did not reveal the presence of Native American sites within the project study area. No Native American sites were identified within the 0.5-mile records search radius surrounding the project study area. Although the SLF search did return positive results, there is no indication of where such resources may be located in relation to the project study area. At the time of this report, no response from tribal representatives has been received in response to the City's request for Native American consultation, and no information about TCRs or Native American sites has been provided.

Development related to the Project has the potential to include the excavation of soils into previously undisturbed native soils. Such activities, particularly those that involve disturbance of previously

unexcavated native soil could result in the discovery of previously unidentified resources that might be considered TCRs. Therefore, ground-disturbing activities could result in disturbance or destruction of TCRs, which would be a potentially significant impact. With continued consultation with Native American tribes, implementation of Measures **CR-1** through **CR-3** (presented in Section 2.5, *Cultural Resources*), **TCR-1** would reduce this potential impact to less-than-significant levels.

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

Less than Significant. As stated above, the results of the cultural resources records search and archaeological pedestrian surveys did not reveal the presence of Native American sites within the project study area. No Native American sites were identified within the 0.5-mile records search radius surrounding the project study area, and no response to the request for tribal consultation was received. However, ground-disturbing activities could result in disturbance or destruction of TCRs, which would be a potentially significant impact. With continued consultation with Native American tribes, implementation of Measures **CR-1** through **CR-3** (presented in Section 2.5, *Cultural Resources*), **TCR-1** would reduce this potential impact to less-than-significant levels.

References Cited

ICF. 2022. *Cultural Resources Technical Memorandum – Garfield Avenue and Via Campo Bus Turnout Lane, City of Montebello, Los Angeles County*. August.

2.19 Utilities and Service Systems

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS – Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater 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 that 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?	☐	☐	☒	☐

Discussion

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

Less-than-Significant Impact. Construction of the Project would require some water for concrete mixing and dust control to be imported by water trucks. Furthermore, any wastewater generated during construction of the Project would be minimal, consisting of portable toilet waste generated by construction workers. This wastewater generated during construction would be collected within portable toilet facilities, and then properly diverted or transferred by a permitted portable toilet waste hauler and appropriately disposed of at an identified liquid-disposal station. As required by state and local laws, the City would be required to identify existing underground utilities with the potential to be affected or need to be relocated due to implementation of the Project prior to the start of construction. As with any similar project, implementation of state and local laws and proper disposal of wastewater generated during construction is required. Impacts would be less than significant.

b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

No Impact. Construction of the Project would require minimal amounts of water during construction activities for concrete mixing, dust control, and sanitary purposes. Sufficient water supplies are

available for these purposes. As such, the Project would not affect water supplies, and no impact would occur.

c. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less-than-Significant Impact. As stated above, project construction would generate minimal wastewater, which would be collected by a permitted portable toilet waste hauler and appropriately disposed of at an identified liquid-disposal station. Local liquid-disposal facilities have sufficient capacity to serve the Project. Therefore, the Project would not affect the wastewater treatment provider's capacity, and impacts would be considered less than significant.

d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less-than-Significant Impact. The waste generated during construction of the Project would primarily consist of soil disposal, general construction debris, and worker personal waste. The construction contractor would be required to dispose of solid waste in accordance with local solid-waste disposal requirements. In compliance with EPA guidelines Section 01 74 19, Waste Management and Disposal (EPA 2007), the Project would be required to develop and submit a Construction Waste Management Plan for diverting and implementing procedures to maximize the diversion of demolition and construction waste from landfill disposal. The submitted Construction Waste Management Plan would include calculations on end-of-project recycling rates, salvage rates, and landfill rates itemized by waste material. Construction waste not recycled or salvaged would be taken to a nearby landfill to be determined by the construction contractor. The closest municipal solid waste landfill to the project area would be the Savage Canyon Landfill. However, the Savage Canyon Landfill only accepts waste generated from the City of Whittier. The next-closest facility would be the Scholl Canyon Landfill in the City of Glendale, approximately 9 miles northwest of the project area. The Scholl Canyon Landfill has a permitted throughput of 3,400 tons per day and had a remaining capacity of 3.4 million tons as of December 2020 (Los Angeles County Public Works 2020). The site accepts all forms of waste, such as mixed municipal, construction/demolition, industrial, and inert waste. The landfill's cease operation date is anticipated to be April 2030. The landfill would have sufficient capacity to accommodate the project's disposal needs. Therefore, the Project's impact on solid waste capacity of local infrastructure or solid waste reduction goals would be considered less than significant.

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

Less-than-Significant Impact. The Project would comply with all federal, state, and local construction requirements during construction of underground pretreatment and infiltration facilities. The Project would be required to comply with Section 01 74 19, Waste Management and Disposal, including procedural requirements for salvaging, recycling, and disposing of nonhazardous demolition and construction waste. Under Section 01 74 19, the Project would maintain records to document the quantity of waste generated, list each material and quantity to be salvaged, recycled, or reused, and provide all necessary containers, bins, and storage areas to facilitate effective waste management. Operation of the Project would not generate solid waste. Impacts related to potential noncompliance with solid waste reduction statutes and regulations would be less than significant.

References Cited

Los Angeles County Public Works. 2020. Solid Waste Information Management System. Fact Sheet: Scholl Canyon Landfill. Available: https://dpw.lacounty.gov/epd/swims/site/factsheet-esri.aspx?id=19&action=2. Accessed: May 2022.

U.S. Environmental Protection Agency (EPA). 2007. Construction Waste Management Section 01 74 19.

2.20 Wildfire

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

Discussion

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

Less-than-Significant Impact. According to the City's 2018 Local Hazard Mitigation Plan, the City is susceptible to wildland fires due to hilly terrain, dry weather conditions, and the generally flammable vegetation that covers much of the terrain in hillside communities.

CAL FIRE designated large areas of the City as VHFHSZs in Local Responsibility Areas (LRAs). Within LRAs, the local government is responsible for fire protection. In contrast, within designated State Responsibility Areas, the state is financially responsible for the prevention and suppression of wildfires. The project site is not within a local VHFHSZ or a state responsibility area. The nearest VHFHSZ is approximately 2 miles south of the project site.

The majority of construction associated with the Project would occur within the City ROW and would not include any characteristics (e.g., permanent road closures, long-term blocking of road access) that would physically impair or otherwise interfere with emergency response or evacuation in the Project's vicinity. If lane closures are required, then they would be on a temporary basis. In addition, construction activities would comply with any applicable general plan, hazard mitigation plan, response plan, emergency operation plan, and fire department or police department emergency response requirements by providing adequate emergency access, minimizing temporary impacts on local evacuation routes, and not permanently affecting major arterials surrounding the Project. Therefore, impacts would be less than significant.

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

Less-than-Significant Impact. The Project would be within a highly urbanized area and would continue to be served by the Los Angeles Fire Department. According to CAL FIRE, the Project would be entirely within the LRA of the City of Los Angeles. Within the LRA, the Project does not occur within a VHFHSZ (CAL FIRE 2011). Furthermore, the project area does not include factors such as slopes, prevailing winds, or other conditions that could exacerbate wildfire risks. Additionally, during construction all contractors would have to comply with PRC Sections 4427, 4428, 4431, and 4442. Therefore, impacts would be less than significant.

c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts on the environment?

Less-than-Significant Impact. The Project is entirely within a non-VHFHSZ. The Project also would not include the installation or maintenance of associated infrastructure that could exacerbate fire risk because it would include installation of underground stormwater infiltration facilities and would be mainly underground. Furthermore, all construction must comply with fire protection and prevention requirements specified by the California Code of Regulations and Cal/OSHA. This includes various measures, such as easy accessibility of firefighting equipment, proper storage of combustible liquids, no smoking in service and refueling areas, and worker training for firefighter extinguisher use. With adherence to applicable state and local regulations, impacts would be less than significant.

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

No Impact. The Project is in a relatively urbanized area with minimal slope. Once construction of the Project is complete, the project site would be restored to existing conditions. The Project would not change the drainage patterns of the surrounding area, but instead further divert stormwater runoff from existing regional storm drains and surface flows to a network of underground pretreatment and infiltration facilities. Therefore, in the event of a fire, the Project would not exacerbate downslope or downstream risk of flooding or landslides because of runoff, post-fire slope instability, or drainage changes or slope instability. As such, no impact would occur.

References Cited

California Department of Forestry and Fire Protection (CAL FIRE). 2011. Very High Fire Hazard Severity Zones in LRA as Recommended by CAL FIRE. Available: https://osfm.fire.ca.gov/media/5830/los_angeles.pdf. Accessed: December 16, 2021.

2.21 Mandatory Findings of Significance

Issues (and Supporting Information Sources):	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
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 that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Discussion

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

Less than Significant Impact. No habitat, fish, or wildlife population, plant or animal communities, nor rare or endangered species would be anticipated to be substantially reduced as a result of the Project. As discussed in Section 2.4, *Biological Resources*, through the implementation of standard condition **BIO-1**, which would require nesting bird surveys to be conducted during construction, the Project would be expected to comply with federal and state laws. Impacts would be less than significant.

As discussed in Section 2.5, *Cultural Resources*, no historical or archaeological resources were identified in the project study area. Implementation of standard conditions **CR-1** through **CR-3** would ensure that proposed ground disturbance would not degrade the quality of the environment in the event that archaeological resources or human remains were encountered during construction. Impacts would be less than significant.

b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

Less-than-Significant Impact. *Cumulative impacts* are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A *cumulative effect assessment* looks at the collective individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial, impacts taking place over a period of time.

Cumulative impacts on resources in the project area may result from mixed-use, residential, commercial, and road development. These land use activities can degrade the local environment through contamination, erosion, sedimentation, and changes in water quality. They can also contribute to potential community impacts, such as changes in community character, traffic patterns, housing availability, and employment.

State CEQA Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in State CEQA Guidelines Section 15355.

A review of the regional, county and City agency websites was conducted in order to compile a list of past, present, and reasonably foreseeable future projects in the project vicinity. The projects considered in the review of potential cumulative impacts are listed in Table 2-21. The only project within the immediate Project vicinity is the Montebello Golf Course Project, which is currently in progress. Other projects outside of the immediate vicinity are also listed and analyzed for informational purposes.

Table 2-21. Related Projects List

Name	Jurisdiction	Description	Status	Approximate Distance from the Project Site
1018 West Olympic Blvd.	City of Montebello	Mixed-use development	Awaiting resubmittal from applicant	1.9 miles
608, 612, 616 Hart Pl.	City of Montebello	New 16-unit town houses	Awaiting comments from applicant	1.9 miles
141 South 10th St.	City of Montebello	Expansion of parking lot	Awaiting resubmittal	1.8 miles
1037 South Maple Ave.	City of Montebello	Addition to existing warehouse	Scheduled for planning commission	2.5 miles
125 North Montebello Blvd.	City of Montebello	Subdivide 125 North Montebello into two separate lots	Routed to all departments for review and comments.	1.8 miles
1720 Bluff Rd., 163 Washington Blvd., and 1915 West Whittier Blvd.	City of Montebello	Relocate and place five existing double-faced static outdoor advertising signs	Approved by Council November 16, 2022	3.8 miles 2.9 miles 1.4 miles
2120 West Beverly Blvd.	City of Montebello	Allow the conversion of an existing office building to a medical office/clinic (dialysis clinic) and propose tandem parking in conjunction with the proposed dialysis clinic	Approved by Planning Commission on October 18, 2022	0.8 mile
1617 South Greenwood Ave.	City of Montebello	Construct a 13,825-square-foot warehouse and office building	Approved by Planning Commission on November 1, 2022	3.3 miles
844 South Greenwood Ave.	City of Montebello	General Plan designation to be amended from Low Density Residential to High Density Residential. Zoning designation to be amended from R-1 to R-3 to allow the construction of 12 dwelling units at the property	Approved by Council (February 2023)	2.4 miles
1328 Colegrove Ave.	City of Montebello	Sidewalk and alley approach	Work complete	1.8 miles

Name	Jurisdiction	Description	Status	Approximate Distance from the Project Site
2302 Whittier Blvd. Car Wash	City of Montebello	Remodel an existing car wash facility	Project has not been formally submitted	1.2 miles
1800–1808 West Whittier Blvd.	City of Montebello	Conditional Use Permit and Parking Management Plan	Denied by Planning Commission on February 21, 2023	1.4 miles
116, 128, and 136 Poplar Ave.	City of Montebello	140 units (Phase I)	Approved by City Council April 2022	2.3 miles
129 and 133 Poplar Ave.	City of Montebello	16 units (Phase II)	Approved by City Council April 2022	2.3 miles
104 East Whittier Blvd.	City of Montebello	80-unit development	Approved in 2016; in construction	2.3 miles
6th Street – Cesar Chavez	City of Montebello	Multi-family apartment building at the intersection of Whittier Blvd. and 6th St.	In plan check review – 1st plan check	2.3 miles
Metro Hills Development	City of Montebello	Residential development	In progress	2.1 miles
Montebello Golf Course	City of Montebello	Phase 1 Golf Course rough site work construction Phase 2 Golf course construction Phase 3 Clubhouse Construction	In progress	1077 feet
Monterey Park Market Place	City of Monterey Park	Modification of originally approved Precise Plan to allow additional drive-through establishment as part of Phase III	TBD – Anticipated Council Date for Phase III	1.4 miles
Senior Housing Project	City of Monterey Park	40-unit senior housing condominium project	In plan check	1.9–2.0 miles
Celadon Project	City of Monterey Park	509,295-square-foot mixed-use project including 70,000-square-foot leasable commercial area and 151 for-sale residential units	Waiting for plan check submittal	2.1 miles
Self-Storage Facility	City of Monterey Park	Self-storage facility with accessory retail	In plan check	2.0 miles

Name	Jurisdiction	Description	Status	Approximate Distance from the Project Site
Whitmore Villas Townhome	City of Monterey Park	Subdivision of 2.8 acres into two parcels to develop 63 two-story townhome units	In plan check	2.4 miles
8-Unit Residential	City of Monterey Park	8-unit residential condominium development	Applied for plan check	1.4 miles
Commercial Project	City of Monterey Park	5,000-square-foot commercial building proposed on a 0.32-acre parking lot	In plan check	2.2 miles
Self-Storage Facility	City of Monterey Park	Three-story, 74,750-square-foot self-storage facility	Under construction	1.9 miles
Mixed-Use Project (Retail + Residential Units + Holiday Inn)	City of Monterey Park	5,381 square feet of retail space, 84 apartment units, and a136-room hotel to be constructed in three phases	Under construction	2.3 miles
Raising Canes	City of Monterey Park	1,746-square-foot drive-through restaurant	Recently completed	0.8 mile

Construction is complete for 1328 Colegrove Avenue and Raising Canes. Therefore, construction activities for these two projects would not overlap the construction of the Project, resulting in a cumulative impact. The following projects are currently under construction and have the potential to overlap with the Project: 104 East Whittier Boulevard; Montebello Golf Course; Metro Hills Development; Self-Storage Facility; and Mixed-Use Project (Retail + Residential Units + Holiday Inn). The following projects were approved in 2022 or 2023 and may overlap with construction of the Project: 1617 South Greenwood Avenue; 844 South Greenwood Avenue; 116, 128, 136 Poplar Avenue; and 129 and 133 Poplar Avenue The following projects were approved in 2022 or 2023, but are not anticipated to contribute to cumulative impacts due to their limited scopes: 1720 Bluff Road, 163 Washington Boulevard, and 1915 West Whittier Boulevard; and 2120 West Beverly Boulevard The rest of the projects listed in Table 2-21 are anticipated to begin construction when the Project is in operation.

As discussed previously, the Project would have no effect on Agricultural and Forestry Resources, Land Use and Planning, Mineral Resources, or Public Services, and it would not contribute either directly or indirectly to a cumulatively considerable impact in these resource areas. The potential for the project to result in cumulative impacts that would be considered significant in the abovementioned resource areas is considered low because no impacts are anticipated from the Project on these resources.

For resources identified as having a less-than-significant impact or a less-than-significant impact with mitigation incorporated, a review of the potential impacts identified was conducted to determine if a reasonably foreseeable cumulative impact could occur. Based on this review, it was determined that the resources that could potentially contribute to cumulative impacts when combined with past, present, and reasonably foreseeable future projects are: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology, Soils, and Paleontological Resources, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Noise, Population and Housing, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. However, as demonstrated below, the Project in conjunction with the projects listed above would not result in cumulatively considerable impacts.

Aesthetics

The Resource Study Area (RSA) for aesthetics is considered the urbanized setting immediately surrounding the Project. The landscape is flat and heavily developed, and no scenic vistas would be measurably affected as a result of the project. The project vicinity does not contain visual resources, Garfield Avenue and Via Campo would retain their existing alignment. The project would construct a bus turnout lane on Via Campo and a right-turn lane on Garfield Avenue within the existing transportation ROW and would require permanent acquisitions. The Project would require relocation of residences and businesses. Although some vegetation removal would be required, the Project would not substantially change the visual character of the area, and tree wells would be added to accommodate new tree plantings along Via Campo and Garfield Avenue.

Although the projects listed in Table 2-21 may have visual resource impacts because of the introduction of new building or facilities, they would all retain the same or similar land uses and would not represent a substantial change to the existing viewshed, and no visual resources are present in the area.

As previously discussed, although the visual quality at the intersection of Garfield Avenue and Via Campo may be expected to slightly decrease with the removal of eleven trees, this decrease is anticipated to be minor in nature, particularly with the seventeen added tree wells. When considered in conjunction with the identified cumulative projects, the incremental effect of the Project on visual resources is not deemed cumulatively significant under CEQA. The Project's contribution to this impact would consist of localized and temporary visual changes that are consistent with existing landscape and infrastructure. Thus, the Project, in consideration with the cumulative projects, would not result in a significant cumulative impact related to aesthetics.

Air Quality

The RSA for the Project is within the Basin under the jurisdiction of SCAQMD. The Basin is in attainment with the CAAQS for CO, lead, and NO_2, but is a nonattainment area for ozone, PM_{10}, and $PM_{2.5}$.

As shown in Table 2-2, the modeled maximum level of daily unmitigated construction emissions generated by the Project would not exceed SCAQMD's daily significance thresholds for any criteria pollutants during any of the construction phases. Further, the Project would be consistent with the SCAQMD's AQMP, which is meant to lead the Basin into compliance with criteria pollutant standards and other federal requirements, and would not conflict with the Los Angeles CCAP, which outlines goals and strategies for the reduction of GHG emission levels. As such, the Project would not contribute to any related cumulative impact, when considered in conjunction with the projects listed in Table 2-21.

Biological Resources

The RSA for biological resources includes the BSA (i.e., the limits of disturbance plus a 100-foot buffer). The RSA includes Garfield Avenue, Via San Clemente, and Via Campo, which are composed of paved roadways and associated infrastructure (e.g., sidewalks, utility structures). Land uses within the BSA are highly developed, consisting of residential and commercial development, paved roads, and parking lots, with ornamental landscaping and turf lawns interspersed. No native habitat is present within the BSA. The urban, developed condition of the project site is generally not suitable to support special-status plant or animal species.

Research conducted within the BSA included literature reviews of the CNDDB, California Native Plant Society Inventory of Rare, Threatened, and Endangered Plants of California, and USFWS Information, Planning, and Conservation System Proposed, Threatened, and Endangered Species, and Critical Habitats Resource List. Twenty-three special-status plant species and 19 special-status wildlife species may potentially occur within the BSA. The BSA does not contain suitable habitat to support any of the 23 special-status plant species identified in the literature review, and all were determined to be absent because of a lack of suitable habitat and/or soils and range constraints. Of the 19 special-status wildlife species identified in the literature review, 16 were determined to be absent because of a lack of suitable habitat and/or constraints of soils and range. In addition, no extant records of occurrence have been reported for any of these special-status plant or wildlife species within or adjacent to the BSA.

The Project would include removal of eleven trees. Implementation of Measure **BIO-1** would greatly reduce impacts to bats resulting from tree removal, if any are present during construction.

Construction would occur adjacent to active nests, but Measure **BIO-2** would ensure that impacts on nesting birds would be avoided or minimized.

The Montebello Country Club Golf Course occurs within the western portion of the BSA outside of the project footprint and contains maintained greens, ornamental landscaping, and ponds. No native habitat is present on the Montebello County Club Golf Course site, and the site's current land use as a country club will not change substantially following project completion. Potential impacts resulting from the development of the golf course combined with the Project are not anticipated to contribute to a significant cumulative impact, given that impacts from both projects would be considered minor.

The Project would not create new impermeable surfaces nor affect federally or state-protected wetlands. Once the Project is constructed, there could be continuing indirect impacts in the form of habitat degradation through air pollution, litter, and noise. However, operation of the Project would not differ substantially from current conditions because it would consist only of the addition of a bus lane and turn lane. Therefore, the Project would not contribute to a cumulatively considerable impact.

Cultural Resources

The RSA includes the two study areas that were established for this project (see Section 2.5, *Cultural Resources*, for more information). Resources within the study areas were evaluated and found ineligible for the NRHP. A pedestrian survey was conducted within the study areas. No archaeological resources were identified as a result of this survey. Architectural historians also conducted a field survey of the project architectural study area. No new historical resources were identified as a result of this survey and analysis. Although the discovery of archaeological resources is not expected, Measures **CR-1** through **CR-3**, which are standard measures for projects of a similar type, would be implemented should resources be discovered during project construction.

Based on the results of the cultural resource record searches, surveys, and Native American consultation detailed in the HPSR and ASR, there is no evidence of human remains within the project area. However, Measure **CR-3** would minimize impacts if human remains were unexpectedly encountered during construction.

Although the Montebello Golf Course occurs in the RSA, the proposed project mitigation requires actions such as assessment, investigation, avoidance/relocation, treatment, data recovery and mitigation for potential impacts on historical and archaeological resources. This mitigation would avoid any substantial adverse change in the significance of a historical resource. As a result, the Project's contribution to any significant cumulative impact would not be cumulatively considerable.

Energy

Due to the specialized requirements for fuel formulation in California, the RSA for cumulative energy use is the State of California. For the purposes of fuel consumption, this cumulative impact discussion uses the list of past, present, and reasonably foreseeable projects identified in CEQA Guidelines Section 15130 (b)(1).

The Project, in combination with the projects identified in Table 2-21, as well as numerous other projects and ongoing operations of transportation facilities throughout the state, requires the use of gasoline and diesel fuel for construction. The Project would use a minimal amount of energy during proposed construction activities, like excavation, road cut-and fill, pile driving, demolition, and other construction-related activities. These construction activities would be short term in duration and,

therefore, would not result in wasteful, inefficient, nor unnecessary consumption of energy resources during project construction. During operation, the Project would accommodate existing traffic demand, but it would not create new demand, directly or indirectly, nor would the Project reduce congestion or improve the level of service of traffic. It is projected that traffic volumes during project operation would be identical to current traffic volumes. As such, operation of the Project would not result in a wasteful, inefficient, nor unnecessary consumption of energy resources.

Although the Project, in combination with the projects identified in Table 2-21, would result in increased fuel use in the project area relative to baseline conditions, the Project's contribution to energy consumption would not be substantial because the Project's gasoline and diesel fuel requirements would be small, and demand could be met by the extensive network of fueling stations found throughout the project area. Therefore, impacts related to energy use would not be cumulatively considerable.

Geology, Soils, and Paleontological Resources

The RSA includes the Project's limits of disturbance. The Project, in conjunction with other planned projects in the vicinity, may result in short-term increases in erosion from grading activities. Earthwork in the project area would be performed in accordance with standard BMPs.

Any impacts of the Project on geology or soils would be localized and limited to the project limits of disturbance. Other cumulative projects would affect the geology at their project sites; however, those impacts would be localized and would not be expected to affect regional geology. Although the Montebello Golf Course is adjacent to the Project, a cumulative impact is not anticipated to result from potential geological impacts in the small area of overlap in the two projects' limits of disturbance because of compliance with standard regulations and BMPs.

There is potential for the project vicinity to contain paleontological resources. However, the Project would be required to comply with federal and state laws and regulations, and compliance with local laws and ordinances as they relate to paleontological resources also would be required. Furthermore, a PMP (Measure **PAL-1**) would be prepared for this project, which would reduce or avoid potential impacts on paleontological resources in the project area, should they be discovered during construction. Cumulative project impacts on paleontological resources would vary, based on the footprint of each project. All projects that could affect paleontological resources would be required to evaluate and assess impacts and, if necessary, provide mitigation measures as required by CEQA. Because the Project would follow federal and state regulations and implement **PAL-1**, the contribution of the Project to the cumulative destruction of subsurface paleontological resources would not be cumulatively considerable.

Once the Project and other projects are operational, they would not have the potential to affect unknown and nonrenewable paleontological resources. Therefore, operation of the Project, in conjunction with other projects, would not result in significant cumulative impacts under CEQA related to unknown and nonrenewable paleontological resources.

Greenhouse Gas Emissions

GHG emissions and climate change are exclusively cumulative impacts; there are no noncumulative GHG emissions impacts from a climate-change perspective. Climate change is the result of cumulative global emissions. No single project, when considered in isolation, can cause climate change because a single project's emissions are not enough to change the radiative balance of the

atmosphere. Because climate change is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, global climate change would have a significant cumulative impact on the natural environment, as well as human development and activity. As such, GHGs and climate change are cumulatively considerable, even though the contribution may be individually limited. SCAQMD methodology and thresholds are thus cumulative in nature.

As discussed above in Section 2.8, *Greenhouse Gas Emissions*, the Project would only result in GHG emissions during short-term construction activities and would be consistent with adopted plans and regulations that aim to reduce GHG emissions. The Project would not increase the emissions of GHGs following the construction period. No operational impacts related to GHG emissions would occur compared to conditions without the Project. Therefore, the Project would not contribute to a cumulatively considerable impact related to GHG emissions or climate change.

Hazards and Hazardous Materials

The RSA includes the area within 1 mile of the project. Site grading and the use and transport of solvents, paints, oils, grease, and fuels to and from the site could create impacts related to the creation of a hazard through upset or accident conditions involving the release of a known or unknown hazardous material. Any hazardous waste generated during construction of the Project would be collected and transported away from the site. Impacts would be less than significant and would not have the potential to contribute to hazards associated with cumulative projects because these types of impacts would intermittently occur in small, localized areas.

As with the Project, planned projects within the RSA that require site grading and the use and transport of hazardous materials to and from the site could create impacts related to the creation of a hazard through upset or accident conditions involving the release of a known or unknown hazardous material. However, these impacts also would intermittently occur in small, localized areas. Future land use and transportation projects would comply with the applicable local jurisdictions' General Plan policies related to hazardous materials, which would ensure that there would be no adverse hazardous material impacts resulting from future development. These projects and other cumulative projects would be required to implement and comply with these standard hazardous materials laws, regulations, and policies. Therefore, the Project's contribution to impacts associated with hazards and hazardous materials would not be cumulatively considerable in the context of, or in combination with, past, present, and reasonably foreseeable future projects.

Hydrology and Water Quality

The RSA for surface hydrology and water quality is the Upper Los Angeles River Watershed, the Coastal Plain of Los Angeles Groundwater Basin for groundwater supply and recharge, and the Los Angeles River floodplain for flood impacts. The context for cumulative hydrology and water quality impacts is geographic and a function of whether impacts could affect surface water features, watersheds, or municipal storm drainage systems of the County of Los Angeles or floodplains.

Cumulative development could affect water quality if the land use changes, the intensity of the land use changes, or drainage conditions are altered to facilitate the introduction of pollutants to surface or groundwater resources. Changes in land use would alter the type and quantity of pollutants in stormwater runoff (e.g., higher fecal coliform concentrations are present in runoff from residential lands compared with commercial lands). An increase in the intensity of a land use would increase potential pollutant loads. Alterations in drainage patterns could increase pollutant loads by increasing

the amount of stormwater runoff, transporting pollutants in stormwater runoff, causing or contributing to erosion if the rate of runoff increases, or exposing vulnerable areas to infiltration or runoff.

Related projects would need to analyze current storm drain systems to assess runoff capacity. Cumulative growth and development could cause an increase in stormwater runoff, which would have an impact on the current storm systems. If the storm drain system does not have adequate capacity for increased runoff, then the storm drain system would need to be upgraded to accommodate the increases. Assessment would need to be analyzed during new development to ensure that the increase in stormwater is managed appropriately. Although the projects listed in Table 2-21 may have hydrology impacts from construction activities, they would all retain the same or similar land uses and are not anticipated to exceed the capacity of existing or otherwise planned drainage facilities in the surrounding areas.

The Project does not represent a substantial departure from the existing land use of the area and would not result in an increase in impervious surface area. Project development would cause an increase in contaminated runoff, but the Project is relatively small in size and is not anticipated to affect drainage patterns. The potential for water quality impacts would be further avoided or minimized with implementation of construction BMPs and compliance with regulatory requirements. The Project would comply with the SWRCB Construction General Permit by developing and implementing an SWPPP. Construction of the Project, as well as other planned projects in the vicinity, could result in surface disturbances through the grading associated with typical development activities. The adjacent Montebello Golf Course would likely result in similar types of impacts on water quality as the Project. Other future land use and transportation projects would be required to comply with National Pollutant Discharge Elimination System requirements (for projects disturbing more than 1 acre), Municipal Separate Storm Sewer System Permits, and City and county requirements and guidance. Related projects would also be required to implement water quality BMPs at the time of development. Small amounts of water may be required during construction, such as for dust suppression during grading, which could include groundwater. However, use of water would be temporary and short term and would cease following the completion of construction. Project operation would not utilize groundwater nor increase the demand for groundwater. In the event that groundwater use is required for other planned projects in the vicinity, use of water would be temporary and would not result in a loss of groundwater supplies. Development in highly urbanized areas would not be expected to increase the amount of impervious surfaces substantially because development would occur mostly in areas with a substantial amount of existing impervious surfaces. Therefore, groundwater recharge from rainfall would not be affected adversely.

These measures would help ensure that future development within the Upper Los Angeles River Watershed would not have a cumulative adverse water quality impact. Cumulative impacts on water quality, as well as the Project's contribution to cumulative impacts, would not be cumulatively considerable.

Noise

The RSA for noise includes the area within 0.5 mile of the Project. Noise and vibration levels of the Project and any other related projects during construction would comply with the City of Montebello or City of Monterey Park Municipal Code. The project does not involve changes that would result in noticeable operational increases in groundborne noise levels or vibration. Demolition is expected to be the loudest phase for construction noise, with an increase of 2.2 dBA over ambient levels. However, because the Municipal Code identifies that construction noise between the hours of 7:00

a.m. and 8:00 p.m. Monday through Friday would not be considered loud and raucous, an increase of 2.2 dBA would not be considered a significant impact. Furthermore, the Project is not expected to result in a change to the traffic volumes in the project vicinity. The projects listed in Table 2-21 are all outside of the RSA for this resource, except for the Montebello Golf Course. Ambient noise levels are not expected to change substantially during operation of the Montebello Golf Course. The site currently includes a country club, which is anticipated to produce similar levels of noise to its future use as a golf course. Therefore, the Project would not result in a cumulatively considerable impact related to noise.

Population and Housing

The RSA includes the area within 0.5 mile of the project. The Project would have no impact related to population growth, and therefore could not contribute to any related cumulative impact. However, the Project would include the acquisition of seven parcels along Garfield Avenue and Via Campo to accommodate the proposed widening. All displacees would be contacted by a Relocation Consultant hired by the City, who would ensure that eligible displacees receive their full relocation benefits, including advisory assistance, and that all activities would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and the California Relocation Act. The projects listed in Table 2-21 are all outside of the RSA for this resource, except for the Montebello Golf Course. The Montebello Golf Course site would retain a similar land use to its current use as a country club and would therefore not displace existing people or housing. Therefore, the Project would not result in a cumulatively considerable impact related to population and housing.

Recreation

The RSA includes the area within 0.5 mile of each side of the project site. The Project would not include recreational facilities nor require the construction or expansion of recreational facilities. Entrances to the recreational facilities within 0.5 mile of the Project include the Montebello Country Club (0.5-mile southwest), which includes the City-owned Montebello Municipal Golf Course (currently under construction), and Buena Vista Park. Construction of the Project would not eliminate access to either of these facilities. The Montebello Golf Course Project would introduce a new recreational use to the RSA, but would retain a similar land use to its current use as a country club and would therefore not cause substantial recreational impacts to the area. Therefore, the Project would not result in a cumulatively considerable contribution to cumulative impacts related to recreation.

Transportation

The RSA for transportation includes the area within 1 mile of each side of the project site. The Project accommodates existing traffic demand, but would have no permanent impact on traffic demand or level of service. Minor road improvements or construction activities requiring temporary road closures may block a lane of traffic; however, critical roadways used for access to houses or businesses would not be removed, and any closures would be temporary. The Project and the future transportation projects would include the preparation of a TMP, which would include identification of detour routes within the construction area, placement of appropriate signs, cones, and barricades in the vicinity of construction, scheduling of construction activities during off-peak hours, and development of plans that ensure emergency access and entry to existing residences and businesses

within the construction areas. Construction impacts would be temporary and less than significant and would not result in cumulatively considerable traffic impacts.

To the extent that construction periods of the project and related projects overlap, there is a potential for cumulative local level traffic impacts from multiple project detours and lane reductions occurring simultaneously adjacent to the project area, potentially resulting in deterioration of traffic operations on local roadways. Because the 2120 West Beverly Boulevard Project primarily involves conversion of an existing structure, construction and associated traffic are anticipated to be minor. The Montebello Golf Course is adjacent to the Project, but impacts associated with construction of golf course would be temporary. The other projects in Table 2-21 are not in the RSA. Because the Project's impacts on emergency response would be minor and short term, the Project's contribution to a cumulative impact would not be cumulatively considerable.

Tribal Cultural Resources

The RSA includes the area within 0.5 mile of the Project. The Project could impact TCRs through excavation of previously undisturbed soils. The Montebello Golf Course may have similar impacts, resulting in a cumulative impact. However, the Project's mitigation requires actions such as archaeological monitoring and avoidance/relocation (**CUL-1** through **CUL-3** and **TCR-1**). This mitigation would avoid any substantial adverse change in the significance of a TCR. In addition, Native American consultation is ongoing. As a result, the Project's contribution to any significant cumulative impact would not be cumulatively considerable.

Utilities and Service Systems

The RSA includes the County of Los Angeles. Wastewater and solid waste generated by the Project would include soils, general construction debris, and worker personal waste. Wastewater generated during construction would be collected within portable toilet facilities, and then properly diverted or transferred by a permitted portable toilet waste hauler and appropriately disposed of at an identified liquid-disposal station. The construction contractor would be required to dispose of solid waste in accordance with local solid waste disposal requirements. Activities would comply with laws regarding construction waste diversion. Other projects may result in impacts, resulting in substantial amounts of waste in relatively short periods of time, but local liquid-disposal facilities have sufficient capacity for additional wastewater, and several active landfills in Los Angeles County have ample capacity for additional waste. Therefore, the Project's contribution to cumulative impacts would not be considerable.

Wildfire

The RSA includes the City of Montebello. The Project would not install any facilities that would exacerbate impacts related to wildfire. Although the City is susceptible to wildfires, the Project would make improvements to an existing roadway and would not lead to increased human presence in hazardous areas. The majority of construction associated with the Project would occur within City ROW and would not include any characteristics (e.g., permanent road closures, long-term blocking of road access) that would physically impair or otherwise interfere with emergency response or evacuation in the Project's vicinity.

To the extent that construction periods of the project and related projects overlap, there is a potential for cumulative local level emergency response time delays, including fire service. However, most of the related projects that could occur at the same time of the Project would not occur directly within

the project vicinity. Although the Montebello Golf Course is adjacent to the Project and may overlap with the construction schedule, impacts would only occur during project construction, which would be temporary. In addition, construction activities would comply with any applicable general plan, hazard mitigation plan, response plan, emergency operation plan, and fire department or police department emergency response requirements by providing adequate emergency access, minimizing temporary impacts on local evacuation routes, and would not permanently affect major arterials surrounding the Project. Therefore, the Project would not contribute to a cumulative impact related to wildfire.

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

Less-than-Significant Impact. The Project would increase safety and reduce traffic conflicts by separating the existing bus stop pad from the adjacent southbound lanes on Garfield Avenue. The Project would benefit nearby residents by increasing the safety of public transit and would not cause substantial adverse effects either directly or indirectly on human beings. Improvements to public transportation facilities are generally considered a beneficial impact for a community, and impacts are considered less than significant.

Appendix A Garfield Bus Turnout Construction Modeling

Garfield Bus Turnout Construction Modeling

Energy Consumption (BTU per Year)

		MTCO2e	kwh/hr	kbtu/yr	BTU/yr	MMBTU/yr
Construction	Trucks	26			769,472,377	769
	Workers	20			627,626,933	628
	Equipment	103			3,090,716,744	3,091
Operations	Mobile				0	0
	Electricity				0	0
	Natural Gas				0	0
Construction Total	-	149	0	0	4,487,816,054	4,488
Operations Total	-	0	0	0	0	0
Overall Total	-	149	0	0	4,487,816,054	4,488

	Gallons
100% diesel	*5,548*
100% gasoline	*5,021*
100% diesel	*22,283*
100% gasoline	-

Conversions		**Source**
BTU_kWh	3,412	BTS 2021
BTU/1 gallon gasoline	125,000	BTS 2021
BTU/1 gallon diesel	138,700	BTS 2021
kg CO2 per gal diesel	10.21	EPA 2021 EF Hub
kg CO2 per gal gasoline	8.78	EPA 2021 EF Hub
kgs per MT, btu per kbtu	1000	Standard
BTU per MMBTU	1,000,000	Standard
mt/lbs	0.000453592	Standard

https://www.bts.gov/content/energy-consumption-mode-transportation#:~:text=Jet%20fuel%20%3D%20135%2C000%20Btu%2Fgallon.
https://www.epa.gov/sites/default/files/2021-04/documents/emission-factors_apr2021.pdf

Appendix B California Natural Diversity Database, California Native Plant Society Inventory of Rare, Threatened, and Endangered Plants of California, and USFWS Information, Planning, and Conservation System Proposed, Threatened, and Endangered Species, and Critical Habitats Resource Lists

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Los Angeles (3411812) OR El Monte (3411811))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Anniella stebbinsi Southern California legless lizard	ARACC01060	None	None	G3	S3	SSC
Antrozous pallidus pallid bat	AMACC10010	None	None	G4	S3	SSC
Arizona elegans occidentalis California glossy snake	ARADB01017	None	None	G5T2	S2	SSC
Aspidoscelis tigris stejnegeri coastal whiptail	ARACJ02143	None	None	G5T5	S3	SSC
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Atriplex serenana var. davidsonii Davidson's saltscale	PDCHE041T1	None	None	G5T1	S1	1B.2
Bombus crotchii Crotch bumble bee	IIHYM24480	None	None	G2	S1S2	
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
Calochortus plummerae Plummer's mariposa-lily	PMLIL0D150	None	None	G4	S4	4.2
Calochortus weedii var. intermedius intermediate mariposa-lily	PMLIL0D1J1	None	None	G3G4T3	S3	1B.2
Centromadia parryi ssp. australis southern tarplant	PDAST4R0P4	None	None	G3T2	S2	1B.1
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Cuscuta obtusiflora var. glandulosa Peruvian dodder	PDCUS01111	None	None	G5T4?	SH	2B.2
Dodecahema leptoceras slender-horned spineflower	PDPGN0V010	Endangered	Endangered	G1	S1	1B.1
Dudleya multicaulis many-stemmed dudleya	PDCRA040H0	None	None	G2	S2	1B.2
Empidonax traillii extimus southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	G5T2	S1	
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC
Glyptostoma gabrielense San Gabriel chestnut	IMGASB1010	None	None	G2	S2	
Gonidea angulata western ridged mussel	IMBIV19010	None	None	G3	S1S2	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Helianthus nuttallii ssp. parishii Los Angeles sunflower	PDAST4N102	None	None	G5TX	SX	1A
Horkelia cuneata var. puberula mesa horkelia	PDROS0W045	None	None	G4T1	S1	1B.1
Icteria virens yellow-breasted chat	ABPBX24010	None	None	G5	S3	SSC
Lasiurus cinereus hoary bat	AMACC05030	None	None	G3G4	S4	
Lepidium virginicum var. robinsonii Robinson's pepper-grass	PDBRA1M114	None	None	G5T3	S3	4.3
Navarretia prostrata prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	G2	S2	1B.2
Nyctinomops macrotis big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
Phacelia stellaris Brand's star phacelia	PDHYD0C510	None	None	G1	S1	1B.1
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
Polioptila californica californica coastal California gnatcatcher	ABPBJ08081	Threatened	None	G4G5T3Q	S2	SSC
Ribes divaricatum var. parishii Parish's gooseberry	PDGRO020F3	None	None	G5TX	SX	1A
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S2	
Scutellaria bolanderi ssp. austromontana southern mountains skullcap	PDLAM1U0A1	None	None	G4T3	S3	1B.2
Sidalcea neomexicana salt spring checkerbloom	PDMAL110J0	None	None	G4	S2	2B.2
Spea hammondii western spadefoot	AAABF02020	None	None	G2G3	S3	SSC
Symphyotrichum greatae Greata's aster	PDASTE80U0	None	None	G2	S2	1B.3
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Vireo bellii pusillus least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	
Walnut Forest Walnut Forest	CTT81600CA	None	None	G1	S1.1	

Record Count: 39

CNPS Rare Plant Inventory

California Native Plant Society

Search Results

23 matches found. Click on scientific name for details

Search Criteria: Quad is one of [**3411812:3411811**]

▲ SCIENTIFIC NAME	COMMON NAME	FAMILY	LIFEFORM	BLOOMING PERIOD	FED LIST	STATE LIST	GLOBAL RANK	STATE RANK	CA RARE PLANT RANK
Atriplex serenana var. *davidsonii*	Davidson's saltscale	Chenopodiaceae	annual herb	Apr-Oct	None	None	G5T1	S1	1B.2
Berberis nevinii	Nevin's barberry	Berberidaceae	perennial evergreen shrub	(Feb)Mar-Jun	FE	CE	G1	S1	1B.1
Calochortus catalinae	Catalina mariposa lily	Liliaceae	perennial bulbiferous herb	(Feb)Mar-Jun	None	None	G3G4	S3S4	4.2
Calochortus plummerae	Plummer's mariposa-lily	Liliaceae	perennial bulbiferous herb	May-Jul	None	None	G4	S4	4.2
Calochortus weedii var. *intermedius*	intermediate mariposa-lily	Liliaceae	perennial bulbiferous herb	May-Jul	None	None	G3G4T3	S3	1B.2
Centromadia parryi ssp. *australis*	southern tarplant	Asteraceae	annual herb	May-Nov	None	None	G3T2	S2	1B.1
Clinopodium mimuloides	monkey-flower savory	Lamiaceae	perennial herb	Jun-Oct	None	None	G3	S3	4.2
Cuscuta obtusiflora var. *glandulosa*	Peruvian dodder	Convolvulaceae	annual vine (parasitic)	Jul-Oct	None	None	G5T4?	SH	2B.2
Dodecahema leptoceras	slender-horned spineflower	Polygonaceae	annual herb	Apr-Jun	FE	CE	G1	S1	1B.1
Dudleya multicaulis	many-stemmed dudleya	Crassulaceae	perennial herb	Apr-Jul	None	None	G2	S2	1B.2
Helianthus nuttallii ssp. *parishii*	Los Angeles sunflower	Asteraceae	perennial rhizomatous herb	Aug-Oct	None	None	G5TX	SX	1A
Hordeum intercedens	vernal barley	Poaceae	annual herb	Mar-Jun	None	None	G3G4	S3S4	3.2
Horkelia cuneata var. *puberula*	mesa horkelia	Rosaceae	perennial herb	Feb-Jul(Sep)	None	None	G4T1	S1	1B.1
Juglans californica	Southern California black walnut	Juglandaceae	perennial deciduous tree	Mar-Aug	None	None	G4	S4	4.2
Lepidium virginicum var. *robinsonii*	Robinson's pepper-grass	Brassicaceae	annual herb	Jan-Jul	None	None	G5T3	S3	4.3
Navarretia prostrata	prostrate vernal pool navarretia	Polemoniaceae	annual herb	Apr-Jul	None	None	G2	S2	1B.2
Phacelia hubbyi	Hubby's phacelia	Hydrophyllaceae	annual herb	Apr-Jul	None	None	G4	S4	4.2
Phacelia stellaris	Brand's star phacelia	Hydrophyllaceae	annual herb	Mar-Jun	None	None	G1	S1	1B.1
Ribes divaricatum var. *parishii*	Parish's gooseberry	Grossulariaceae	perennial deciduous shrub	Feb-Apr	None	None	G5TX	SX	1A

Romneya coulteri	Coulter's matilija poppy	Papaveraceae	perennial rhizomatous herb	Mar-Jul(Aug)	None	None	G4	S4	4.2
Scutellaria bolanderi ssp. *austromontana*	southern mountains skullcap	Lamiaceae	perennial rhizomatous herb	Jun-Aug	None	None	G4T3	S3	1B.2
Sidalcea neomexicana	salt spring checkerbloom	Malvaceae	perennial herb	Mar-Jun	None	None	G4	S2	2B.2
Symphyotrichum greatae	Greata's aster	Asteraceae	perennial rhizomatous herb	Jun-Oct	None	None	G2	S2	1B.3

Showing 1 to 23 of 23 entries

Suggested Citation:

California Native Plant Society, Rare Plant Program. 2022. Rare Plant Inventory (online edition, v9-01 1.5). Website https://www.rareplants.cnps.org [accessed 2 September 2022].

IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

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Project information

NAME

Garfield Avenue Bus Turnout Project

LOCATION

Los Angeles County, California

DESCRIPTION

None

Local office

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

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Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Log in to IPaC.
2. Go to your My Projects list.
3. Click PROJECT HOME for this project.
4. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

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1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).

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2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
Coastal California Gnatcatcher Polioptila californica californica Wherever found There is **final** critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/8178	Threatened

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.

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2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

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NAME	BREEDING SEASON
Allen's Hummingbird Selasphorus sasin This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Belding's Savannah Sparrow Passerculus sandwichensis beldingi This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15

Bullock's Oriole Icterus bullockii — Breeds Mar 21 to Jul 25
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

California Thrasher Toxostoma redivivum — Breeds Jan 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Common Yellowthroat Geothlypis trichas sinuosa — Breeds May 20 to Jul 31
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/2084

Golden Eagle Aquila chrysaetos — Breeds Jan 1 to Aug 31
This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.
https://ecos.fws.gov/ecp/species/1680

Lawrence's Goldfinch Carduelis lawrencei — Breeds Mar 20 to Sep 20
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9464

Nuttall's Woodpecker Picoides nuttallii — Breeds Apr 1 to Jul 20
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/9410

Olive-sided Flycatcher Contopus cooperi — Breeds May 20 to Aug 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/3914

Short-billed Dowitcher Limnodromus griseus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9480

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Western Grebe aechmophorus occidentalis — Breeds Jun 1 to Aug 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/6743

Willet Tringa semipalmata — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Wrentit Chamaea fasciata — Breeds Mar 15 to Aug 10
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.

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3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

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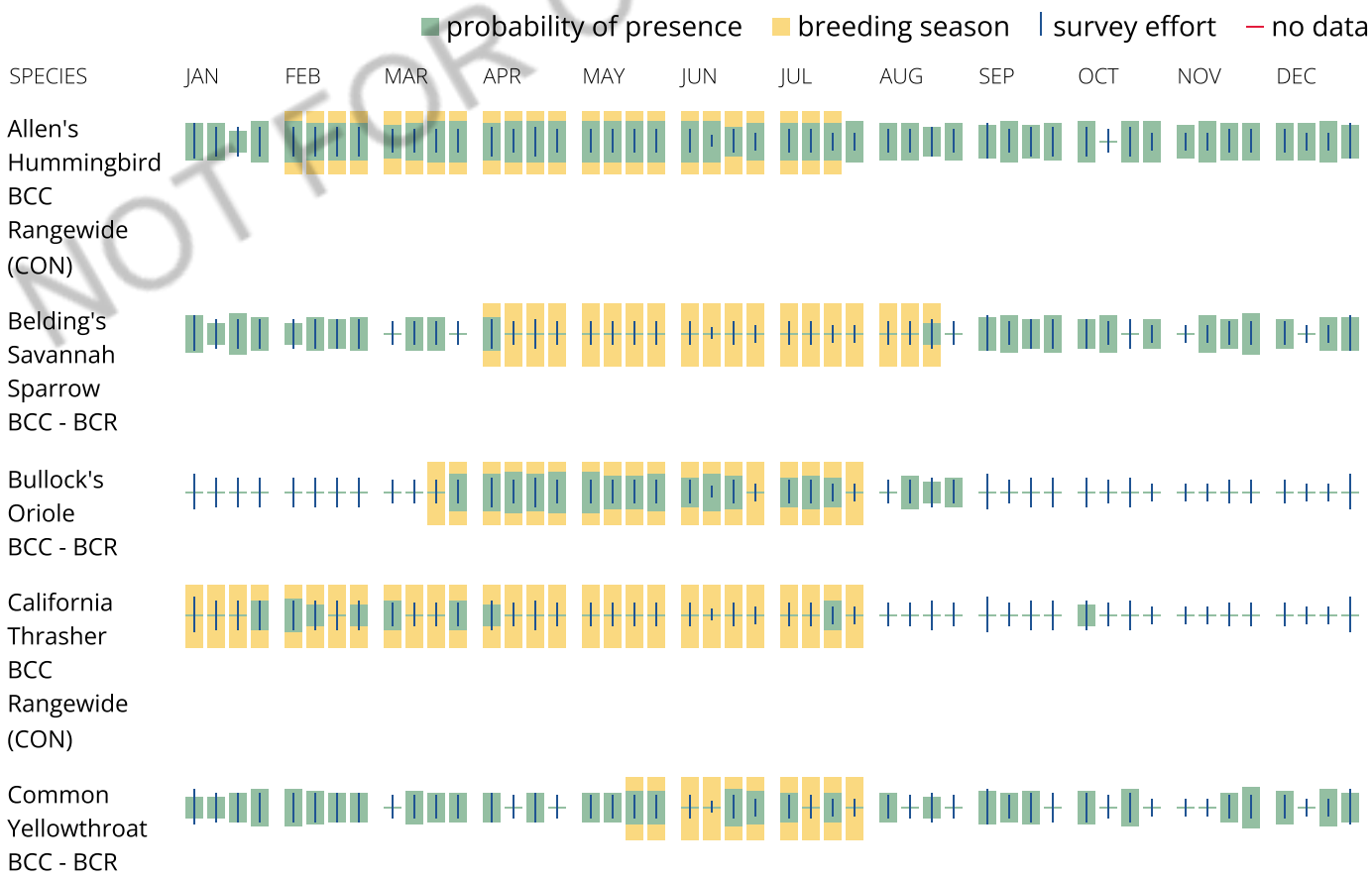

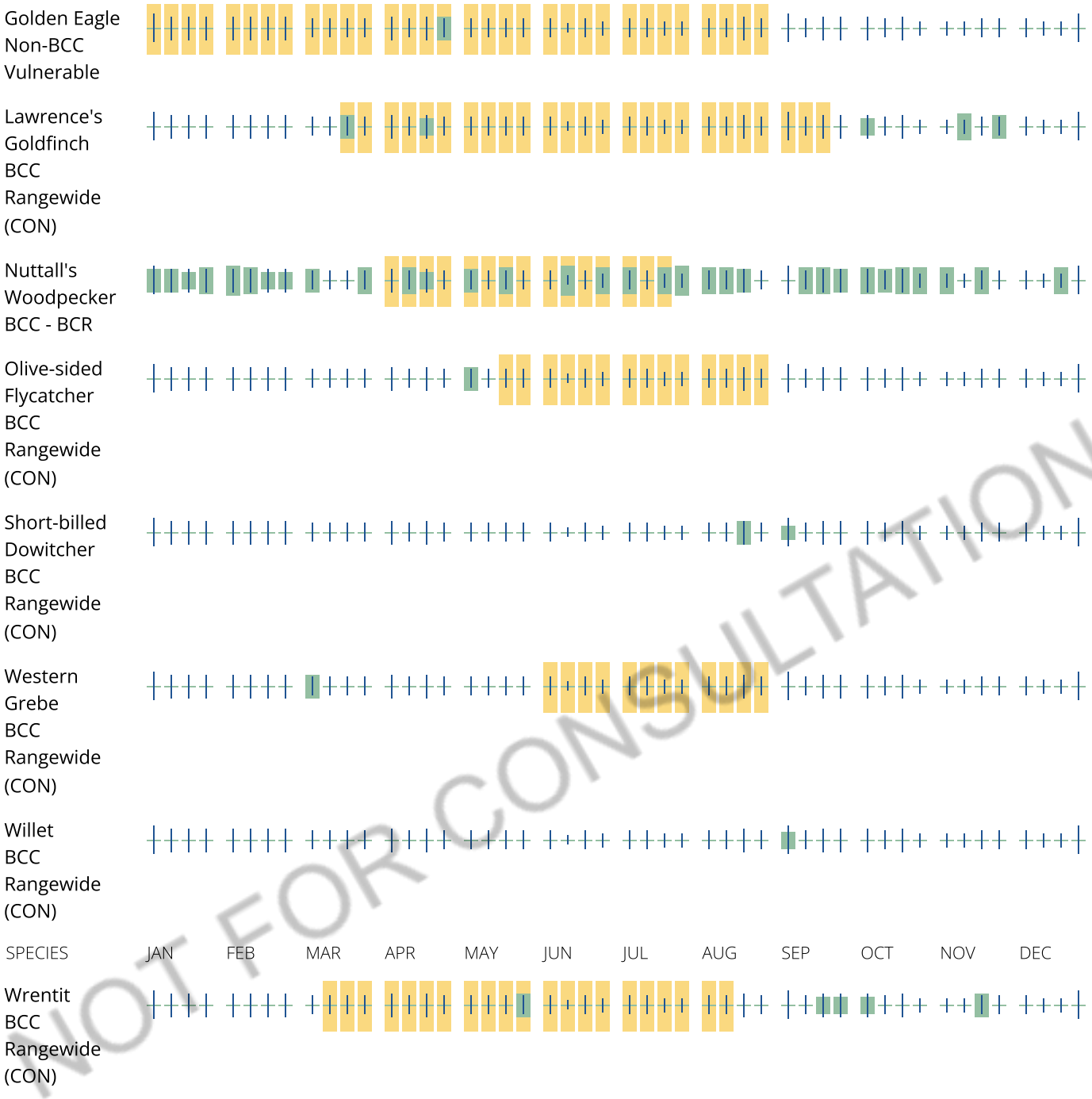

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Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid

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and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

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Coastal Barrier Resources System

Projects within the John H. Chafee Coastal Barrier Resources System (CBRS) may be subject to the restrictions on federal expenditures and financial assistance and the consultation requirements of the Coastal Barrier Resources Act (CBRA) (16 U.S.C. 3501 et seq.). For more information, please contact the local Ecological Services Field Office or visit the CBRA Consultations website. The CBRA website provides tools such as a flow chart to help determine whether consultation is required and a template to facilitate the consultation process.

There are no known coastal barriers at this location.

Data limitations

The CBRS boundaries used in IPaC are representations of the controlling boundaries, which are depicted on the official CBRS maps. The boundaries depicted in this layer are not to be considered authoritative for in/out determinations close to a CBRS boundary (i.e., within the "CBRS Buffer Zone" that appears as a hatched area on either side of the boundary). For projects that are very close to a CBRS boundary but do not clearly intersect a unit, you may contact the Service for an official determination by following the instructions here: https://www.fws.gov/service/coastal-barrier-resources-system-property-documentation

Data exclusions

CBRS units extend seaward out to either the 20- or 30-foot bathymetric contour (depending on the location of the unit). The true seaward extent of the units is not shown in the CBRS data, therefore projects in the offshore areas of units (e.g., dredging, breakwaters, offshore wind energy or oil and gas projects) may be subject to CBRA even if they do not intersect the CBRS data. For additional information, please contact CBRA@fws.gov.

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Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

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Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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Appendix C Construction and Traffic Noise Modeling

Construction Noise Modeling

Off-Road Equipment Inventory Assumptions (from CalEEMod & Engineering team)

Phase	Equipment	# per Day	Hours per Day
Demolition	Rubber Tired Dozers	1	8
	Concrete/industrial saws	1	8
	Tractors/Loaders/Backhoes	3	8
Site Preparation	Excavator	1	8
	Rubber Tired Dozer	1	7
	Graders	1	8
	Tractors/Loaders/Backhoes	1	7
Grading	Graders	1	8
	Rubber Tired Dozers	1	8
	Tractors/Loaders/Backhoes	2	7
Building Construction	Crane	1	6
	Forklifts	1	6
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	1	6
	Welders	3	8
	Bore/Drill Rigs	1	8
Paving	Cement and Mortar Mixers	1	6
	Pavers	1	6
	Paving Equipment	1	8
	Rollers	2	7
	Tractors/Loaders/Backhoes	1	8

Table 1. Constructrion Noise Levels by Phase at various Distances

Distance (ft)	Distance Attenuation (dB)	Demolition (dBA Leq)	Site Preparation (dBA Leq)	Grading (dBA Leq)	Building Construction (dBA Leq)	Paving (dBA Leq)
50	0.0	87.3	85.2	85.9	86.0	83.5
100	-6.0	81.3	79.2	79.9	80.0	77.5
150	-9.5	77.8	75.7	76.3	76.5	73.9
200	-12.0	75.3	73.2	73.8	74.0	71.4
250	-14.0	73.4	71.2	71.9	72.0	69.5
300	-15.6	71.8	69.7	70.3	70.4	67.9
400	-18.1	69.3	67.2	67.8	68.0	65.4
490	-19.8	67.5	65.4	66.0	66.2	63.7

Note: Noise levels are calculated at a reference distance of 50 feet.

Table 1. Construction Noise Analysis: Demolition

Equipment		Typical Level @ 50', dBA[1]	Usage Factor[1,2]	Number of Units	Distance to Receiver, ft.	Hard or Soft Site?	Barrier Attenuation, dB	Leq(h), dBA	Lmax, dBA
Item No.	Description								
13	Dozer	81.7	0.4	1	50	hard	0	78	82
48	Saw, Concrete	89.6	0.2	1	50	hard	0	83	90
60	Tractor	84	0.4	3	50	hard	0	85	84
	Combined Equipment							***87***	***90***

1. Obtained or estimated from:
FHWA Roadway Construction Noise Model (RCNM), Version 1.1, December 8, 2008; and/or
"Transit Noise and Vibration Impact Assessment Manual", FTA Report No. 0123, September 2018; and/or
"Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances;" BBN/EPA, December 31, 1971
2. Usage Factor = percentage of time equipment is operating in noisiest mode while in use

Table 2. Construction Noise Analysis: Site Preparation

Equipment		Typical Level @ 50', dBA[1]	Usage Factor[1,2]	Number of Units	Distance to Receiver, ft.	Hard or Soft Site?	Barrier Attenuation, dB	Leq(h), dBA	Lmax, dBA
Item No.	Description								
18	Excavator	80.7	0.4	1	50	hard	0	77	81
13	Dozer	81.7	0.4	1	50	hard	0	78	82
23	Grader	85	0.4	1	50	hard	0	81	85
60	Tractor	84	0.4	1	50	hard	0	80	84
	Combined Equipment							***85***	***85***

1. Obtained or estimated from:
   FHWA Roadway Construction Noise Model (RCNM), Version 1.1, December 8, 2008; and/or
   "Transit Noise and Vibration Impact Assessment Manual", FTA Report No. 0123, September 2018; and/or
   "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances;" BBN/EPA, December 31, 1971
2. Usage Factor = percentage of time equipment is operating in noisiest mode while in use

Table 3. Construction Noise Analysis: Grading

Equipment		Typical Level @ 50', dBA[1]	Usage Factor[1,2]	Number of Units	Distance to Receiver, ft.	Hard or Soft Site?	Barrier Attenuation, dB	Leq(h), dBA	Lmax, dBA
Item No.	Description								
23	Grader	85	0.4	1	50	hard	0	81	85
13	Dozer	81.7	0.4	1	50	hard	0	78	82
60	Tractor	84	0.4	2	50	hard	0	83	84
	Combined Equipment							***86***	***85***

1. Obtained or estimated from:
FHWA Roadway Construction Noise Model (RCNM), Version 1.1, December 8, 2008; and/or
"Transit Noise and Vibration Impact Assessment Manual", FTA Report No. 0123, September 2018; and/or
"Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances;" BBN/EPA, December 31, 1971
2. Usage Factor = percentage of time equipment is operating in noisiest mode while in use

Table 4. Construction Noise Analysis: Building Construction

Equipment		Typical Level @ 50', dBA[1]	Usage Factor[1,2]	Number of Units	Distance to Receiver, ft.	Hard or Soft Site?	Barrier Attenuation, dB	Leq(h), dBA	Lmax, dBA
Item No.	Description								
12	Crane	80.6	0.16	1	50	hard	0	73	81
60	Tractor, 3	84	0.4	2	50	hard	0	83	84
20	Generator	80.6	0.5	2	50	hard	0	81	81
69	Welder/Torch	74	0.4	1	50	hard	0	70	74
15	Drill Rig, Auger	84.4	0.2	1	50	hard	0	77	84
	Combined Equipment							***86***	***84***

1. Obtained or estimated from:
   FHWA Roadway Construction Noise Model (RCNM), Version 1.1, December 8, 2008; and/or
   "Transit Noise and Vibration Impact Assessment Manual", FTA Report No. 0123, September 2018; and/or
   "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances;" BBN/EPA, December 31, 1971
2. Usage Factor = percentage of time equipment is operating in noisiest mode while in use
3. Noise data from a tractor is also used to represent a forklift.

Table 5. Construction Noise Analysis: Paving

Equipment		Typical Level @ 50', dBA[1]	Usage Factor[1,2]	Number of Units	Distance to Receiver, ft.	Hard or Soft Site?	Barrier Attenuation, dB	Leq(h), dBA	Lmax, dBA
Item No.	Description								
31	Mixer, Concrete (or concrete mixer truck)	78.8	0.4	1	50	hard	0	75	79
34	Paver, 3	77.2	0.5	2	50	hard	0	77	77
44	Roller	80	0.2	2	50	hard	0	76	80
60	Tractor	84	0.4	1	50	hard	0	80	84
	Combined Equipment							***83***	***84***

1. Obtained or estimated from:
   FHWA Roadway Construction Noise Model (RCNM), Version 1.1, December 8, 2008; and/or
   "Transit Noise and Vibration Impact Assessment Manual", FTA Report No. 0123, September 2018; and/or
   "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances;" BBN/EPA, December 31, 1971
2. Usage Factor = percentage of time equipment is operating in noisiest mode while in use
3. Noise data from a paver is also used to represent a additional paving equipment.

Traffic Noise Modeling

ICF 16-Sep-22
Schumaker, N TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Montebello - Garfield Bus Turnout
RUN: Existing Model
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	LAeq1h Calculated dBA
Receiver1	1	60.3
Receiver3	3	57
Receiver5	5	69.1
Receiver6	6	68.7
Receiver8	8	56
Receiver10	10	51.3

ICF 16-Sep-22
Schumaker, N. TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Montebello - Garfield Bus Turnout
RUN: Cumulative, No Build
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	LAeq1h Calculated dBA
Receiver1	1	62
Receiver3	3	58.3
Receiver5	5	70.7
Receiver6	6	70.3
Receiver8	8	60.7
Receiver10	10	53.2

ICF 16-Sep-22
Schumaker, N. TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS

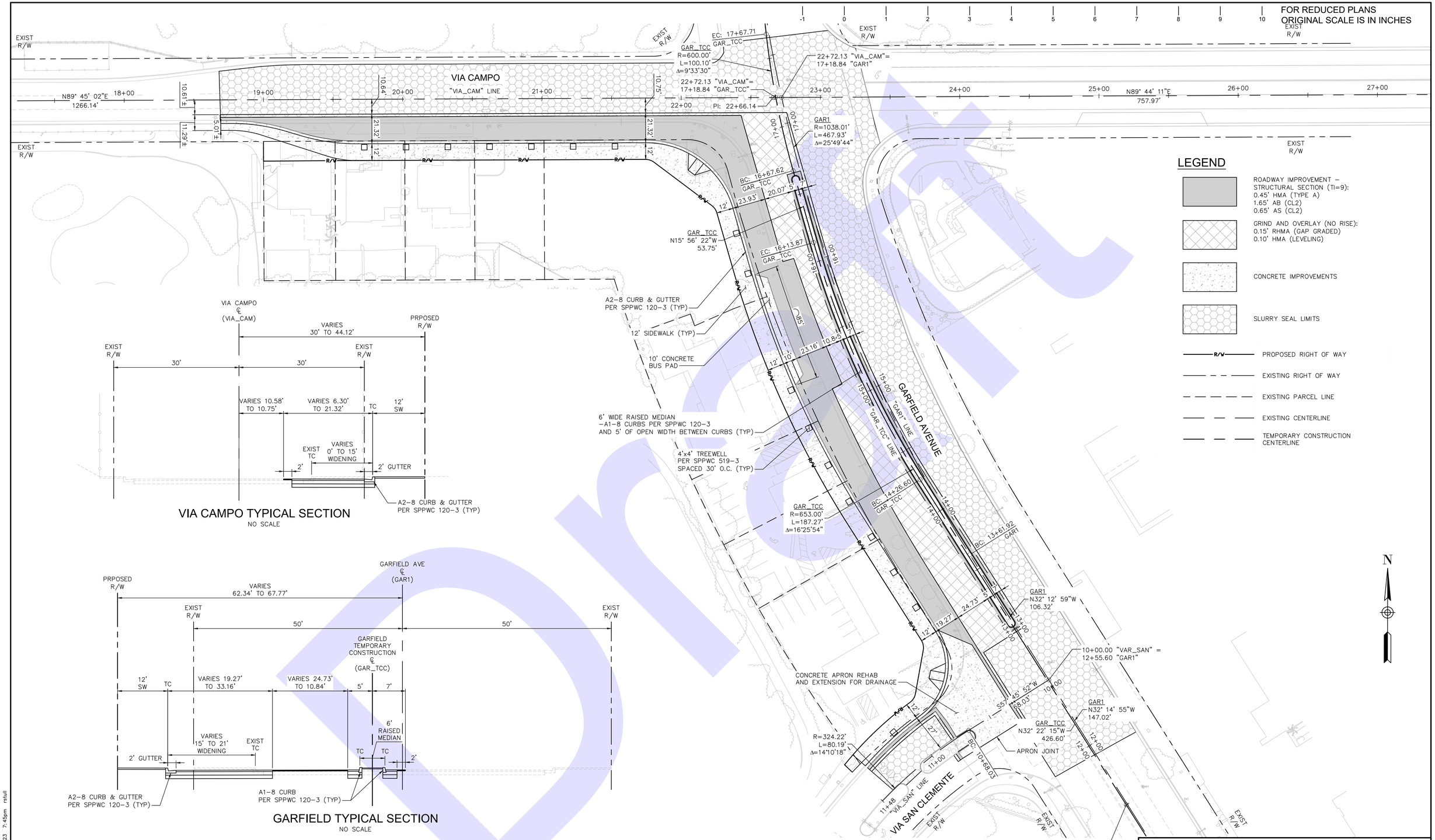
PROJECT/CONTRACT: Montebello - Garfield Burn Turnout
RUN: As Built
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	LAeq1h Calculated dBA
Receiver1	1	63.2
Receiver8	8	61.4
Receiver10	10	57.2

Appendix D Draft Engineering Drawings

FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES



LEGEND

- ROADWAY IMPROVEMENT – STRUCTURAL SECTION (TI=9): 0.45' HMA (TYPE A), 1.65' AB (CL2), 0.65' AS (CL2)
- GRIND AND OVERLAY (NO RISE): 0.15' RHMA (GAP GRADED), 0.10' HMA (LEVELING)
- CONCRETE IMPROVEMENTS
- SLURRY SEAL LIMITS
- R/W — PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- EXISTING PARCEL LINE
- EXISTING CENTERLINE
- TEMPORARY CONSTRUCTION CENTERLINE

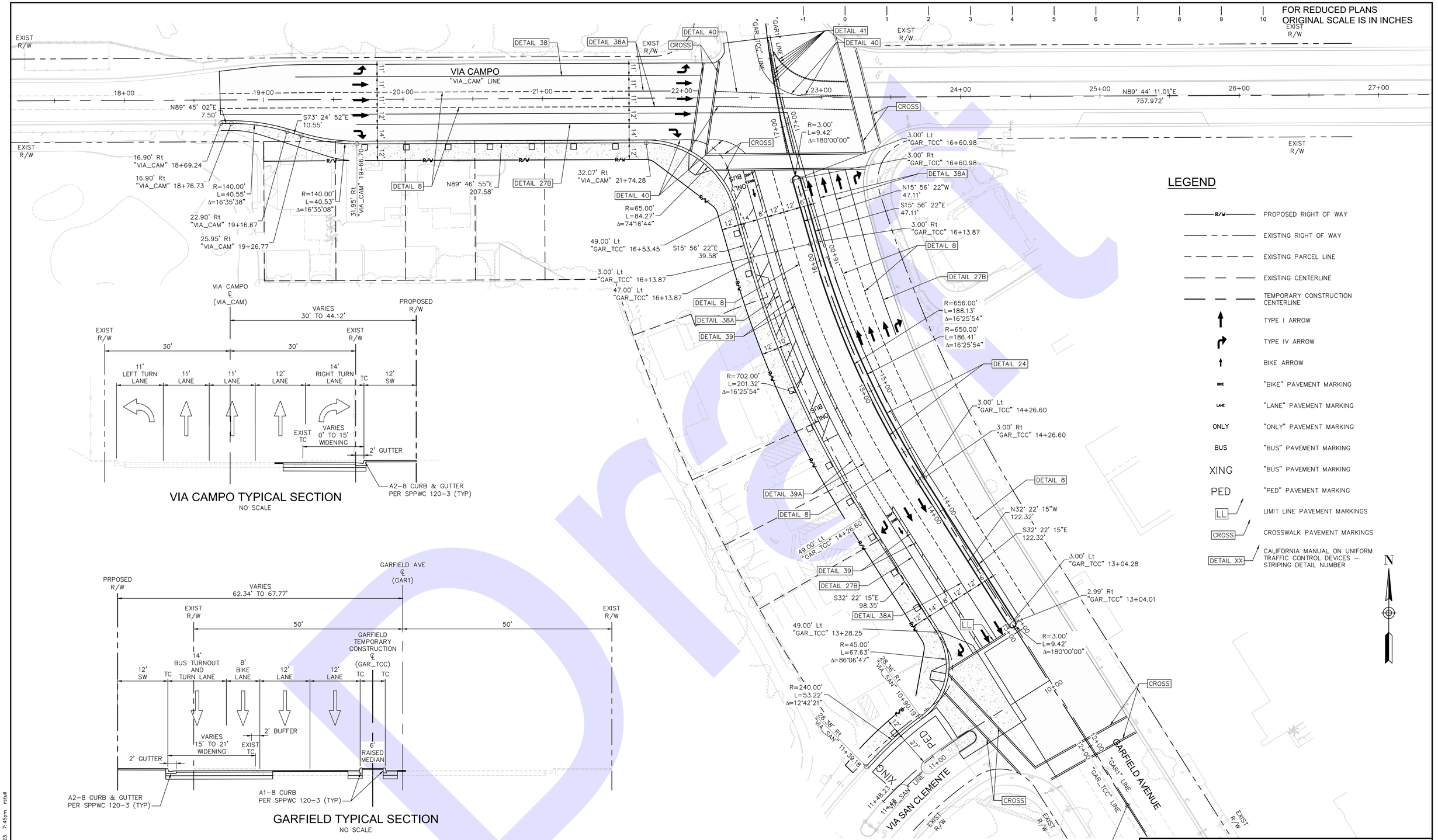
VIA CAMPO TYPICAL SECTION
NO SCALE

GARFIELD TYPICAL SECTION
NO SCALE

CITY OF MONTEBELLO DEPARTMENT OF PUBLIC WORKS			
GARFIELD AVENUE & VIA CAMPO BUS TURNOUT LANE FROM VIA CAMPO TO VIA SAN CLEMENTE PREFERRED ALTERNATIVE (ALTERNATIVE 1)			
SCALE 1" = 30'	PLAN NO. AGREEMENT NO. 3891	DRAWING NO. GEO-01	SHEET 1 OF 4

MBELL2101-GEO-01.dwg Tuesday, Mar 28 2023 7:45pm rstull

FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES



VIA CAMPO TYPICAL SECTION
NO SCALE

GARFIELD TYPICAL SECTION
NO SCALE

CITY OF MONTEBELLO
DEPARTMENT OF PUBLIC WORKS

GARFIELD AVENUE & VIA CAMPO BUS TURNOUT LANE

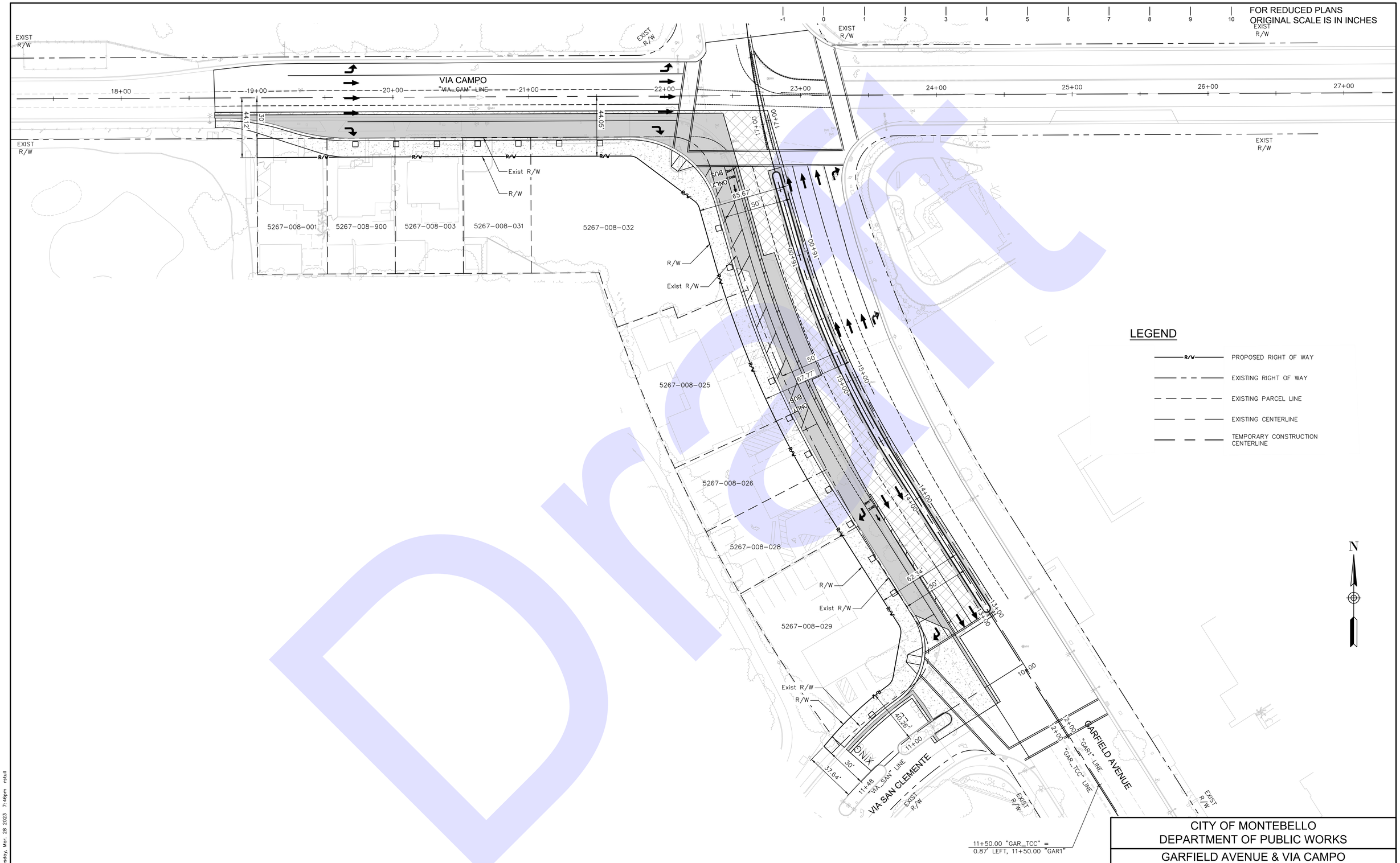
FROM
VIA CAMPO TO VIA SAN CLEMENTE

GEOMETRY & STRIPING EXHIBIT (ALTERNATIVE 1)

SCALE	PLAN NO.	DRAWING NO.	SHEET
1" = 30'	AGREEMENT NO. 3891	STP-01	2 OF 4

MBELL2101-STP-01.dwg Tuesday, Mar 28 2023 7:45pm rstull

FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES



LEGEND

- R/W — PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- EXISTING PARCEL LINE
- EXISTING CENTERLINE
- TEMPORARY CONSTRUCTION CENTERLINE

N

CITY OF MONTEBELLO
DEPARTMENT OF PUBLIC WORKS

GARFIELD AVENUE & VIA CAMPO BUS TURNOUT LANE

FROM
VIA CAMPO TO VIA SAN CLEMENTE

RIGHT OF WAY EXHIBIT (ALTERNATIVE 1)

SCALE	PLAN NO.	DRAWING NO.	SHEET
1" = 30'	AGREEMENT NO. 3891	ROW-01	3 OF 4

Draft

MBELL2101-ROW-01.dwg Tuesday, Mar. 28 2023 7:46pm rstull

FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES

UTILITY LEGEND:

1	W	WATER (CW)
2	t	TELEPHONE (ATT)
3	g	GAS (SCG)
4	S	SEWER (CITY)
5	SD	RCB STORM DRAIN (CITY)
6	SD	60"ø STORM DRAIN (CITY)
7	W	WATER (ABANDONED)
8	e	UG ELECTRIC (SCE)
9	oh-e	OH ELECTRIC (SCE)
10	oh-tc	OH TELCOM (SPECTRUM)
11	tc	UG TELCOM (SPECTRUM)
12	e	UG ELECTRIC (TRAFFIC)
13		UTILITY CABINET (AS SHOWN)
14		UTILITY POLE

LEGEND

- R/W — PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- EXISTING PARCEL LINE
- EXISTING CENTERLINE
- TEMPORARY CONSTRUCTION CENTERLINE

VIA CAMPO
"VIA_CAM" LINE

GARFIELD AVENUE
"GAR1" LINE
"GAR_TCC" LINE

VIA SAN CLEMENTE
"VIA_SAN" LINE

11+50.00 "GAR_TCC" =
0.87' LEFT, 11+50.00 "GAR1"

CITY OF MONTEBELLO
DEPARTMENT OF PUBLIC WORKS

GARFIELD AVENUE & VIA CAMPO BUS TURNOUT LANE

FROM
VIA CAMPO TO VIA SAN CLEMENTE

UTILITY EXHIBIT (ALTERNATIVE 1)

SCALE	PLAN NO.	DRAWING NO.	SHEET
1" = 30'	AGREEMENT NO. 3891	UTI-01	4 OF 4

MBELL2101--UTI-01.dwg Tuesday, Mar. 28 2023 7:46pm rstull

Appendix E Standard Conditions and Best Management Practices

GARFIELD AVENUE BUS TURNOUT PROJECT STANDARD CONDITIONS AND BEST MANAGEMENT PRACTICES

PREPARED FOR:

The City of Montebello
1600 W Beverly Blvd
Montebello, CA 90640
Contact: Rita Montalvo, PE, Assistant Public Works Director
(323) 887-1200 ext. 469

PREPARED BY:

ICF
555 W. 5th Street, Suite 3100
Los Angeles, CA 90013
Contact: Buddy Burch
(707) 591-3616

January 2023

Standard Conditions

Task	Task and Brief Description	Source	Responsible Party	Due Date	Task Completed by	Task Completed on	Remarks
AQ-SC-1	Fugitive Dust Controls: Water the exposed ground three times a day, clean trucks, remove track-outs, and cover/water haul truck loads	SCAQMD, Rule 403	Contractor	Required daily			
AQ-SC-2	VOC Limits: Use architectural coatings that do not exceed 50 grams of VOC per liter of colorant, less water and exempt compounds	SCAQMD, Rule 1113, Table of Standards 2, VOC Limits for Colorants	Contractor	Required upon submittal of specifications			
BIO-SC-1	Prior to tree removal or trimming or demolition of structures, large trees, snags, crevices, and structures with suitable habitat should be examined by a qualified bat biologist to ensure that no roosting bats are present. If roosting bats are identified, then no tree removal or trimming at that location will be allowed until the bat has vacated the tree, as determined by the qualified biologist; bats will not be flushed. Palm frond trimming, if necessary, should be conducted outside the maternity season (i.e., April 1–August 31) to avoid potential mortality of flightless young and outside the bat	CDFW, USFWS	City of Montebello	Prior to Construction			

Task	Task and Brief Description	Source	Responsible Party	Due Date	Task Completed by	Task Completed on	Remarks
	hibernation season (November–February).						
BIO-SC-2	Nesting Bird Surveys. If vegetation clearing or ground disturbance in areas suitable to support nesting birds (e.g., trees, shrubs, grasses) is to occur during the breeding season for passerine birds (i.e., February 1–September 1) or raptors (i.e., January 1–September 1), the designated biologist will conduct a preconstruction survey of construction areas and an appropriate buffer no more than 72 hours prior to vegetation clearing or ground-disturbance activities to identify the locations of avian nests. Should nests be found, an appropriate buffer will be established by a qualified biologist around each nest site. To the extent feasible, no construction activities will take place within this buffer until the nest is no longer active. In the event that construction must occur within the buffer areas, the designated biologist will ensure construction activities do not disturb or disrupt nesting activities. If the designated biologist determines that construction activities are disturbing or disrupting nesting	CDFW, USFWS	City of Montebello	Prior to Construction			

Task	Task and Brief Description	Source	Responsible Party	Due Date	Task Completed by	Task Completed on	Remarks
	activities, then they will notify the site superintendent. Nesting bird habitat within the BSA will be resurveyed during the breeding bird season if there is a lapse in construction activities longer than 7 days.						
CR-SC-1	Retain a Qualified Archaeologist and Develop Worker Environmental Awareness Program Training and Deliver to Construction Crews. Prior to the start of ground-disturbing activities, the City will retain a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (36 Code of Federal Regulations [CFR] Part 61). Prior to the start of ground-disturbing activities, the qualified archaeologist will prepare a cultural resources sensitivity training module to be used as part of the Worker Environmental Awareness Program training. All construction personnel will receive sensitivity training prior to beginning work on site. Construction personnel will be informed about the types of archaeological resources that may be encountered and the proper procedures to be enacted in the event of an	Secretary of the Interior's Professional Qualifications Standards for archaeology	City of Montebello	Prior to Construction			

Task	Task and Brief Description	Source	Responsible Party	Due Date	Task Completed by	Task Completed on	Remarks
	inadvertent discovery of archaeological resources or human remains. The City and the lead construction firm will ensure that construction personnel are made available for and attend the training and retain documentation demonstrating attendance.						
CR-SC-2	Follow an Unanticipated Discoveries Protocol. Although not expected, if an isolated artifact or archaeological deposit is discovered that requires salvaging, the qualified archaeologist will have the authority to temporarily halt construction activities within 100 feet of the find and will be given sufficient time to recover the item(s) and map its location with a global positioning system (GPS) device. If buried cultural resources are discovered inadvertently during ground-disturbing activities, work should be temporarily halted in the area and within 100 feet of the find until a qualified archaeologist can assess the significance of the find and, if necessary, develop appropriate treatment measures in consultation with the lead agency. If the find is prehistoric or Native American in	Secretary of the Interior	City of Montebello	During Construction			

Task	Task and Brief Description	Source	Responsible Party	Due Date	Task Completed by	Task Completed on	Remarks
	origin, consultation with local Native American tribes who have expressed interest and concern regarding the Project should be undertaken.						
CR-SC-3	Implement Procedures for Discovery of Human Remains and Associated or Unassociated Funerary Objects. The discovery of human remains is always a possibility during ground-disturbing activities; if human remains are encountered, all work will halt in the vicinity (i.e., within 100 feet) of the find, and the Los Angeles County Coroner will be contacted in accordance with Public Resources Code Section 5097.98 and Health and Safety Code Section 7050.5. If the County Coroner determines that the remains are Native American, the NAHC will be notified in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code Section 5097.98 (as amended by AB 2641). The NAHC will designate a Most Likely Descendant for the remains, per Public Resources Code Section 5097.98. Until the landowner has conferred with the Most Likely Descendant, the City will ensure that the immediate vicinity	California Public Resources Code Section 5097.98, Health and Safety Code Section 7050.5 subdivision (c)	City of Montebello	During Construction			

Task	Task and Brief Description	Source	Responsible Party	Due Date	Task Completed by	Task Completed on	Remarks
	where the discovery occurred is not disturbed by further activity, is adequately protected according to generally accepted cultural or archaeological standards or practices, and that further activities take into account the possibility of multiple burials.						

Best Management Practices

Task	Task and Brief Description	Responsible Party	Due Date	Task Completed by	Task Completed on	Remarks
PAL-BMP-1	Paleontological Mitigation Plan. A Paleontological Mitigation Plan shall be prepared to address the discovery of significant paleontological resources during construction, should this unexpected situation occur.	City of Montebello	Prior to Construction			
HAZ-BMP-1	Prepare a project-specific SWPPP under the Construction General Permit.	Contractor	Permits			
HAZ-BMP-2	Conduct a limited Site Investigation prior to construction activities to characterize soil contamination in areas to be disturbed that overlap with historical soil impacts in coordination with LARWQCB.	City of Montebello	Prior to Construction			
HAZ-BMP-3	Prior to obtaining a demolition permit, a building materials survey shall be performed (on all buildings to be demolished) to check for asbestos-containing materials, lead-based paint, electrical equipment containing PCBs, and fluorescent tubes containing mercury vapors. If found, construction worker health and safety regulations, as well as material removal and disposal regulations, shall be implemented in accordance with applicable federal and state standards, including California Division of Occupational Safety and Health (Cal/OSHA) and SCAQMD regulations, including a health and safety plan, City approval for specifications and abatement activities, and SCAQMD notification prior to demolition.	City of Montebello	Prior to Construction			

Task	Task and Brief Description	Responsible Party	Due Date	Task Completed by	Task Completed on	Remarks
HAZ-BMP-4	The California Department of Transportation's (Caltrans') Standard Special Provisions (SSPs) addressing thermoplastic paint in Division II, General Construction Section 14 Environmental Stewardship, of the 2018 SSPs would be utilized to guide handling and disposal of yellow PTS along Garfield Avenue.	City of Montebello	During Construction			
TRANS-BMP-1	Prepare a Transportation Management Plan to alleviate or minimize work-related traffic delays by applying traditional traffic-handling practices and innovative strategies including public awareness campaigns, motorist information, demand management, incident management, system management, construction methods and staging, and alternate route planning	Contractor	Prior to Construction			