Draft Initial Study and Mitigated Negative Declaration

Slauson Avenue and Atlantic Boulevard
Congestion Relief Improvements

February 9, 2024

Prepared for:

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Acronyms / Abbreviations

a.m.	before mid-day
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADL	Aerially deposited lead
AQMP	Air Quality Management Plan
BERD	Built Environment Resource Directory
BMP	Best Management Practice
BSA	Biological Survey Area
CAAQS	California Ambient Air Quality Standards
CAARP	Climate Action, Adaptation, and Resilience Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CNPS	California Native Plant Society
CO	carbon monoxide
CRHR	California Register of Historical Resources
CRP	Congestion Relief Program
CRWQCB	California Regional Water Quality Control Board
DPM	Diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
ESHA	Environmentally Sensitive Habitat Area
FTA	Federal Transit Administration
FY	fiscal year
GHG	greenhouse gas
HCP	Habitat Conservation Plan
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
LACFD	Los Angeles County Fire Department
LAUSD	Los Angeles Unified School District
lb	pound
LED	light emitting diode
LOS	level of service
LST	localized significance threshold
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
$MTCO_{2e}$	metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission

NCCP	Natural Community Conservation Plan
NO_2	nitrogen dioxide
NOI	Notice of Intent
NO_X	nitrous oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Place
O_3	ozone
OHP	Office of Historic Preservation
OPR	Office of Planning and Research
p.m.	after mid-day
Pb	lead
PIA	Preliminary Investigation Area
PM	particulate matter
PM_{10}	Particulate Matter with diameters that are generally 10 micrometers or smaller
$PM_{2.5}$	Particulate Matter with diameters that are generally 2.5 micrometers or smaller
PRC	Public Resource Code
RAP	Remedial action plan
RCNM	Roadway Construction Noise Model
ROW	Right-of-way
RWQCB	Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SLF	Sacred Lands File
SMART	Stormwater Multiple Application and Report Tracking
SO_2	sulfur dioxide
SO_X	Sulfur oxides
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCE	Temporary construction easements
TMP	Traffic Management Plan
TCR	Tribal Cultural Resources
USC	United States Code (of Federal Regulations)
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
VMT	vehicle miles traveled
VOC	volatile organic compound

1.0 Introduction

The City of Maywood (hereinafter "City") has prepared this Initial Study (IS) and Mitigated Negative Declaration (MND) to evaluate the potentially significant environmental impacts that could occur from the proposed construction and operation of the Slauson Avenue and Atlantic Boulevard Congestion Relief Improvements Project (hereinafter referred to as the "proposed Project; Project"). This introductory section briefly describes the agency use of the document and related studies. A detailed Project Description is presented in Section 2.0 of this document.

Pursuant to Section 15367 of the California Environmental Quality Act (CEQA) Guidelines, the City is the Lead Agency responsible for preparing this IS/MND to address the potential impacts associated with the proposed Project.

1.1 Incorporation by Reference

Pursuant to CEQA Guidelines, Section 15150, this IS/MND incorporates by reference all or portions of other technical documents that are a matter of public record. Those documents either relate to the proposed Project or provide additional information concerning the environmental setting for it. Where all or a portion of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of this IS. These are identified within the Appendix section of the IS (see Table of Contents) and within Section 6.0, References.

1.2 Responsible Agencies and Agencies Consulted

Responsible agencies include all public agencies other than the lead agency that have discretionary approval power over the Project (CEQA Guidelines Section 15381). Responsible agencies in respect to this Project may include:

- California Department of Transportation (Caltrans)
- California Regional Water Quality Control Board – Los Angeles (CRWQCB)
- County of Los Angeles Department of Public Works (LACDPW)
- Los Angeles County Sanitation Districts (LACSD)

1.3 Environmental Process and Agency Use of Document

This environmental document has been prepared consistent with the CEQA of 1970 (Public Resources Code, Sections 21000-21177), the CEQA Guidelines. This environmental document is intended to be used as a decision-making tool for the City in considering and acting on the proposed Project. Responsible Agencies (i.e., regulatory agencies) may elect to use this environmental analysis for discretionary actions associated with the implementation of the proposed Project.

This document is intended to provide decision makers and the public with information concerning the potential environmental effects associated with the adoption and implementation of the proposed Project,

and potential ways to reduce or avoid possible environmental impacts. The environmental analyses presented in this document primarily focus on the changes in the environment that would result from the Project. This environmental document also evaluates all phases of the Project including construction and operation.

1.4 Organizations Affiliated with the Project

Pursuant to the provisions of the CEQA Guidelines, the City is the Lead Agency for this proposed Project. The proposed Project would be subject to a public hearing which would be heard by the City. Contact persons for the entities involved in the preparation of this IS/MND are:

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1.5 Findings from the Initial Study

Based upon the analysis contained in the IS, the proposed Project would have no impact or a less than significant impact on the following environmental categories listed from Appendix G of the CEQA Guidelines.

- Aesthetics
- Agricultural and Forest Resources
- Air Quality
- Energy
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

Based upon the analysis contained in the IS, the proposed Project would have a less than significant impact with mitigation incorporated on the following environmental categories listed from Appendix G of the CEQA Guidelines.

- Biological Resources
- Cultural Resources
- Geology and Soils
- Noise
- Tribal Cultural Resources
- Mandatory Findings of Significance

1.6 Process for Adopting a Mitigated Negative Declaration

Based on the responses to the IS checklist questions (described above and analyzed below), the City has determined that a MND is the appropriate level of CEQA environmental documentation. As such, prior to adoption of the MND and consideration of the proposed Project, the City would issue a Notice of Intent (NOI) to adopt an MND and the IS and would be provided to Responsible Agencies, Trustee Agencies, Agencies with jurisdiction by law, and the public for 30 days to review and comment.

Approval of the proposed Project by the lead agency (City) is contingent on adoption of the IS/MND after considering agency and any public comments. By adopting the IS/MND, the lead agency certifies that the analyses provided in the IS/MND were reviewed and considered by the City and reflect its independent judgment and analysis.

1.7 Mitigation Monitoring and Reporting Program

As noted above and contained within the analysis provided below, mitigation measures are required in order to reduce impacts for some environmental parameters analyzed in the IS/MND. These are included in the Project's Mitigation Monitoring and Reporting Program (MMRP) (Appendix A) and will be incorporated into the Project's overall requirements. The MMRP ensures implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified through the use of monitoring and reporting. Monitoring is generally an ongoing or periodic process of Project oversight; reporting generally consists of a written compliance review that is presented to the decision-making body (e.g., City Council) or authorized staff person.

The MMRP contains a table which includes the mitigation measures denoting impacts, mitigation measures adopted by the City in connection with approval of the proposed Project, level of significance after mitigation, responsible and monitoring parties, and the Project phase in which the measures are to be implemented.

1.8 Project Schedule

The proposed Project schedule is as follows:

- Fiscal year (FY) 2024-25 – Initiate Final Plans, Specifications, and Estimates Phase
- FY 2024-25 – Ready to Bid
- FY 2024-25 – Complete Construction

2.0 Project Description

The Project Description provides an understanding of all components of the Project. The following subsections describe the Project location, surrounding site uses, and existing site characteristics, as well as Project details.

2.1 Project Location

The City of Maywood (City) is located within Los Angeles County, approximately 15 miles east of the Pacific Ocean and five (5) miles southeast of downtown Los Angeles. The Slauson Avenue and Atlantic Boulevard Congestion Relief Improvements (Project) site is a linear transportation/roadway corridor and is located within the central portion of the City. Figure 1 shows the location of the Project site. As shown in Figure 2, the Project includes a total of nine (9) intersections (west to east) located within the Project site along Slauson Avenue from approximately Maywood Avenue (western limits) and Atlantic Boulevard (eastern limits):

- Slauson Avenue/Maywood Avenue
- Slauson Avenue/Everett Avenue
- Slauson Avenue/Loma Vista Avenue
- Slauson Avenue/Carmelita Avenue
- Slauson Avenue/Corona Avenue
- Slauson Avenue/Gifford Avenue
- Slauson Avenue/Fishburn Avenue
- Slauson Avenue/Pine Avenue
- Slauson Avenue/Atlantic Boulevard

At Slauson Avenue/Atlantic Boulevard, the intersection Project improvements generally extend to 58th Place on the north, 59th Place on the south, Pine Avenue on the west, and King Avenue on the east.

Both the Interstate (I)-710 and I-5 Freeways provide regional access to the Project site. No component of the proposed Project would be constructed on a state or federal highway.

Figure 1. Location Map

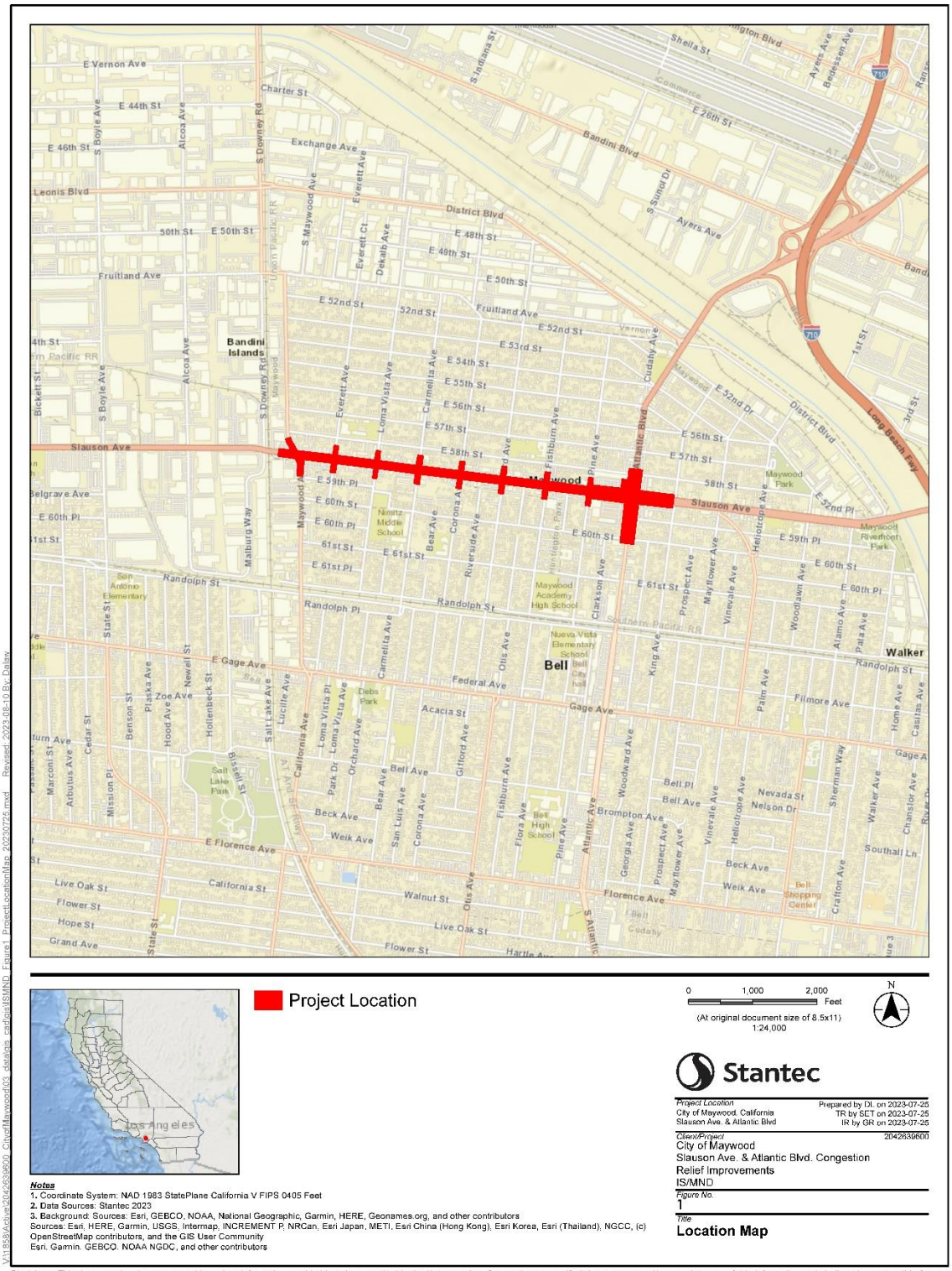

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Figure 2. Project Corridor Map

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2.2 Existing Conditions

2.2.1 ROADWAYS

The City of Maywood General Plan Circulation Element identifies both Slauson Avenue and Atlantic Boulevards as a "Major Highway," while Loma Vista Avenue and Gifford Avenue are designated as "Collector" streets. Slauson Avenue provides major east/west circulation. Atlantic Boulevard provides major north/south circulation, while Loma Vista Avenue and Gifford Avenue provide secondary north/south circulation. These roadways collectively provide important connections to the I-710 and I-5 Freeways. Slauson Avenue and Atlantic Boulevard are also identified as designated truck routes in the Circulation Element. The Slauson Avenue/Atlantic Boulevard intersection also experiences high levels of "cut-through traffic" during peak traffic hours and is a substantial neighborhood traffic safety concern.

Slauson Avenue/Atlantic Boulevard Intersection

As shown in Figure 2, Slauson Avenue and Atlantic Boulevard are both two-lane major highways within the City's roadway network. The existing lane configurations of the Slauson Avenue and Atlantic Boulevard intersection are as follows:

- Northbound Atlantic Boulevard: One left turn lane, two through lanes, and one right-turn lane;
- Southbound Atlantic Boulevard: One left turn lane, two through lanes, and one right-turn lane;
- Eastbound Slauson Avenue: One left turn lane, two through lanes, and one right-turn lane;
- Westbound Slauson Avenue: One left turn lane, two through lanes, and one right-turn lane.

In addition, east and westbound Slauson Avenue approaches to the Atlantic Boulevard intersection contain an approximately five-feet wide and 350 feet in length center median dividing the roadway, while north and southbound Atlantic Boulevard contains an approximately five-feet wide and 235 feet in length center median dividing the roadway.

The overall roadway widths for these facilities range from approximately 80 feet for Slauson Avenue and 75 feet for Atlantic Boulevard. Both roadways contain curb returns, curb ramps, and sidewalks (10 to 15 feet wide) with adjacent parkways or landscaping (associated with adjacent land uses). Street trees within the public right-of-way (ROW) are largely absent. There are, however, trees associated with the landscaping on the private property areas affected by the Project.

- **Street Lighting.** Street lighting is present along the entire Project corridor.
- **Public Transit.** Los Angeles County Metropolitan Transportation Authority (Metro) bus stops for Routes 108, 611, and 260 are located along the Project corridor.
- **Active Transportation.** There are no bicycle lanes located on either Slauson Avenue or Atlantic Boulevard within the Project corridor.
- **Land Use.** The Project corridor is urbanized and largely built-out. Land uses along the east/west portion of the corridor are almost exclusively retail/commercial but periodically punctuated by multi-family residential. Land uses along the north/south portion of the corridor include commercial (first parcel depth) and single-family residential (second parcel depth).

2.3 Project Background and History

The Project is one of the mitigations identified in Metro's I-710 Congestion Relief Program (CRP). The Project would be constructed using Metro funds associated with the I-710 CRP.

The Project would improve circulation to the intersection by adding a second left turn lane on eastbound Slauson Avenue and northbound Atlantic Boulevard and other improvements. As indicated in the Traffic Analysis Memorandum (Appendix B) both Slauson Avenue and Atlantic Boulevard currently experience high combined morning (a.m.) and evening (p.m.) traffic volumes during weekdays. Because of these volumes, level of service (LOS)[1] along these roadways can be adversely affected during these periods, resulting in motorists experiencing considerable traffic delays. As noted in Table 1, existing conditions (May 2022) indicate that currently, LOS in the a.m. and p.m. are both at "C." In the future (2035), if planned improvements are not made (i.e., no construction is undertaken), LOS in the a.m. will deteriorate to "D" and worsen in the p.m. to "F." However, with implementation of the planned improvements (i.e., construction is undertaken), LOS in the a.m. will improve to "B" and in the p.m., improve to "D."

Table 1. Slauson Avenue and Atlantic Boulevard LOS Summary

	Existing (May 2022)			2035 Without Planned Improvements			2035 With Planned Improvements		
	a.m.	Mid-Day	p.m.	a.m.	Mid-Day	p.m.	a.m.	Mid-Day	p.m.
ICU	0.72/C	0.64/B	0.78/C	0.81/D	0.75/C	1.04/F	0.61/B	0.60/A	0.79/C

Source: Stantec, 2022

[1] Level of service (LOS) is a qualitative measure used to relate the quality of motor vehicle traffic service. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measure like vehicle speed, density, congestion, and other factors. The City's General Plan Circulation Element includes definitions for these, with LOS A representing the best conditions, while LOS F represents unacceptable conditions for motorists.

3.0 Project Characteristics

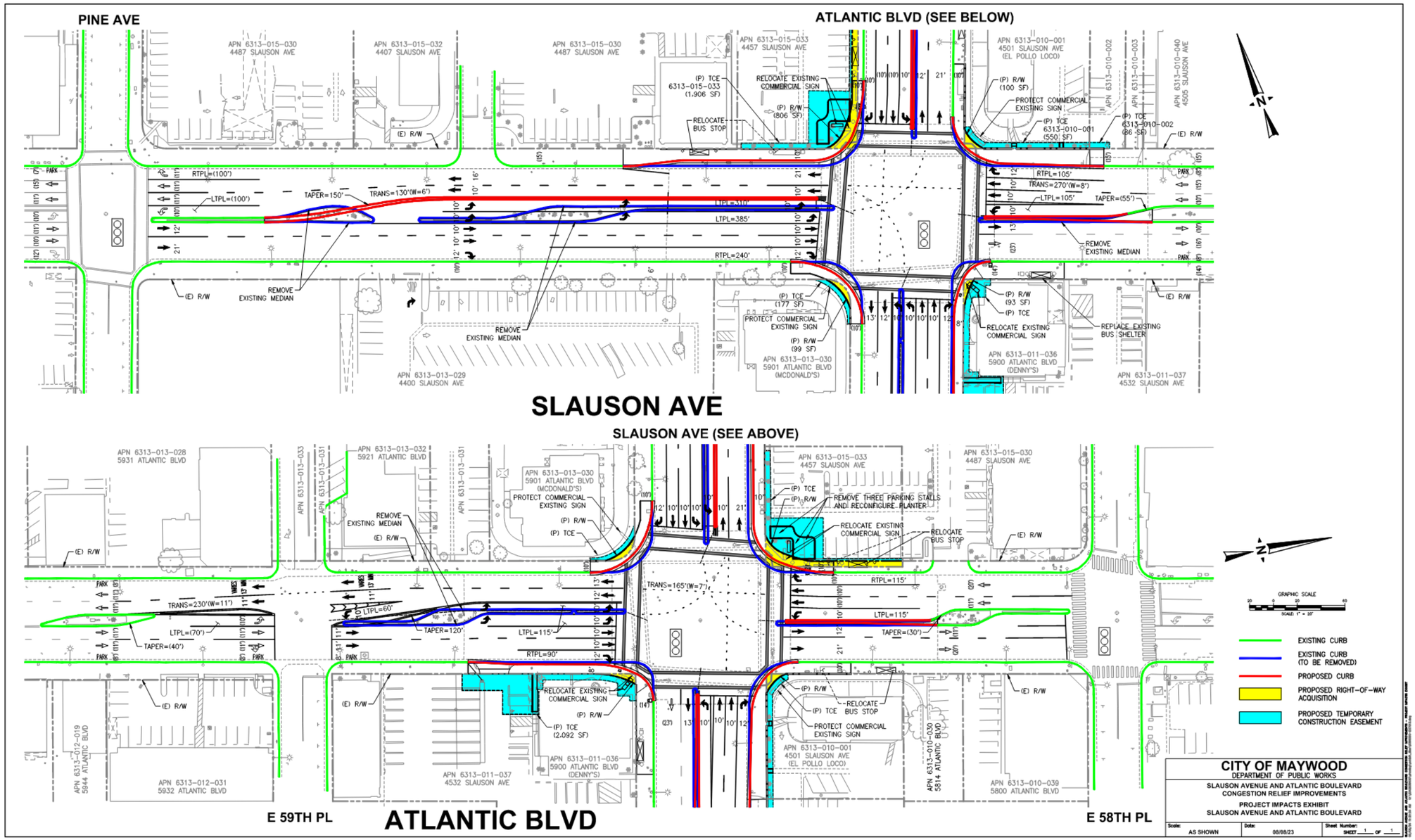
The Project is intended to improve the operation of the Slauson Avenue and Atlantic Boulevard intersection, relieve congestion during both a.m. and p.m. peak hours, and alleviate existing queuing conditions to accommodate projected traffic in the area through Build-out (2035). Construction and operational-related activities would be focused on the Slauson Avenue/Atlantic Boulevard intersection, while the remainder of activities would be associated with traffic signals and synchronization (to be undertaken by the County of Los Angeles Department of Public Works) along the Project corridor. Figure 3 shows the proposed roadway layout and associated improvements, including revised geometries for the Slauson Avenue and Atlantic Boulevard intersection.

Provided below is a description of the proposed improvements.

3.1 Roadway Widening

- Widening of the west and east legs of Slauson Avenue and south leg of Atlantic Boulevard to accommodate dual left turn lanes at the intersection in eastbound Slauson Avenue and northbound Atlantic Boulevard direction, as recommended in the I-710 CRP.
- Reconstruct the curb returns at all four corners to accommodate current Caltrans Truck Turning Standards.
- Close the mid-block median opening along Slauson Avenue to provide a longer eastbound dual left turn storage pocket and eliminate the conflicting left turn movements to and from the *Food4Less* commercial center.
- Reduce the width of the existing median islands along the east and west legs of Slauson Avenue and north leg of Atlantic Boulevard and remove the existing median along the south leg of Atlantic Boulevard of the intersection to accommodate the dual left turn lanes. The existing landscaping/trees, utilities and City entry monument signs within these median islands would be removed or relocated.
- Grind and overlay with asphalt concrete pavement the existing concrete intersection / approaches and construct new decorative paver crosswalks.
- Curb Returns: New curb returns at all four quadrants of the Slauson Avenue/Atlantic Boulevard intersection would be constructed.
- Lane and Crosswalk Restriping: In order to accommodate the new intersection geometries and lane configurations at the Slauson Avenue/Atlantic Boulevard intersection, restriping of the roadway and intersection are needed and would include all through and turning lanes and crosswalks for all roadway quadrants.

Figure 3. Final Concept Plan



3.2 Traffic Signals and Synchronization

- Upgrade traffic signals and traffic signal synchronization at nine (9) intersections along the Slauson Avenue Corridor between Atlantic Boulevard and Maywood Avenue including:
  - Maywood Avenue
  - Everett Avenue
  - Loma Vista Avenue
  - Carmelita Avenue
  - Corona Avenue
  - Gifford Avenue
  - Fishburn Avenue
  - Pine Avenue
  - Atlantic Boulevard
- Provide new protected left turn phasing at these intersections and other upgrades anticipated to include but not limited to replacement of existing 8-inch vehicle heads with new 12-inch signal heads, and replacing missing or damaged signal backplates, non-Americans with Disabilities Act (ADA)-compliant pedestrian push buttons, and non-standard controller cabinets. Additional improvements may include video detection, ladder crosswalks, and backup batteries.
- Construct new ADA-compliant curb ramps, if necessary.
- Coordinate signal upgrade and timing/coordination improvements with the Los Angeles County Department of Public Works.

3.3 Signage

- Remove the existing commercial signs at the northwest and southeast corners of the Slauson Avenue/Atlantic Boulevard intersection to accommodate the roadway widening and replace on-site at City-designated locations in cooperation with business owners.

3.4 On-Street Parking

- One (1) parking stall would be removed due to the widening improvements at 5900 Atlantic Boulevard, south of the driveway along Atlantic Boulevard.

3.5 Off-Street Parking

- A total of one to three parking stalls in the retail center (4457 Slauson Avenue) located at the northwest corner of the intersection would be affected, resulting in their elimination, due to the widening improvements.

Additional Improvements

- 4457 Slauson Avenue: Improvements to the parking lot at northwest corner which includes removal of three parking stalls and reconstruction of an existing planter.
- 4487 Slauson Avenue: Improvements adjacent to dentist building at northwest corner which include: providing retaining curb/wall at the ROW, providing a new step at the stairway at the eastern side of the building.
- 4501 Slauson Avenue: Reconstruct a portion of an existing driveway, reconstruct the existing parkway drain, and reconstruct the existing private walk.
- 5900 Atlantic Boulevard: Reconstruct the existing driveway, repave behind the new driveway, reconstruct the existing private walk, reconstruct the existing curb drain, and restripe three existing parking stalls / install new wheel stops.

3.6 Public Transit

- Relocate three existing Metro bus stops further away from the intersection (in coordination with Metro) to facilitate truck turning movements as follows:
    - Route Number 108: Westbound Slauson Avenue, west of Atlantic Boulevard: relocate the existing bus shelter approximately 60 feet from its current location.
    - Route Number 260: Northbound Atlantic Boulevard, north of Slauson Avenue: install a new bus shelter approximately 40 feet from its current location.
    - Route Number 260 and Number 611: Southbound Atlantic Boulevard, north of Slauson Avenue: install a new bus shelter approximately 10 feet from its current location.

3.7 Right-of-Way Acquisitions

To accommodate the proposed roadway improvements and provide for its safe operation, widening to accommodate dual left turn lanes at the Slauson Avenue/Atlantic Boulevard intersection in Eastbound and Northbound directions would be needed. This would entail minor or “sliver-takes” (acquisition) of permanent ROW and temporary construction easements (TCE) of adjacent private properties, as shown in Figure 3. Table 2 shows the Los Angeles County Assessor Parcel Numbers affected and the corresponding acreage that would be required for these needed permanent ROW acquisitions and TCE. These are needed to accommodate the roadway widening and utility relocation. To the extent practicable, lane widths would be minimized to reduce the amount of ROW impacts.

Table 2. Anticipated/Proposed "Sliver-Takes" for Permanent Right-of-Way and Temporary Construction Easements for Project Intersection Improvements

Affected Assessor Parcel Number	Address	Permanent Right-of Way (square feet)	Temporary Construction Easement (square feet)
6313-015-033	4457 Slauson Avenue	806	1,906
6313-013-030	5901 Atlantic Boulevard	99	177
6313-010-001	4501 Slauson Avenue	100	550
6313-010-002	4501 Slauson Avenue	0	86
6313-011-036	5900 Atlantic Boulevard	93	2092
Total	**--**	**1098**	**4811**

Source: Stantec 2023

3.8 Utilities and Drainage

Storm Drain/Catchment Basins: An existing City catchment basin located along southbound Atlantic Boulevard, north of Slauson Avenue would need to be reconstructed and would tie-in to the existing storm drain system. Additionally, a City parkway culvert adjacent to 4501 Slauson Avenue and a private curb drain within the parking lot of 5900 Atlantic Boulevard would need to be reconstructed, and one (1) existing City storm drain manhole would need to be adjusted to grade.

Street Lighting: Two (2) existing City streetlights along Slauson Avenue and one (1) existing City streetlight along Atlantic Boulevard would need to be relocated. Additionally, one (1) existing City bus stop light would need to be relocated at southbound Atlantic Boulevard bus stop and two (2) new City bus stop lights would need to be installed at the other two relocated bus stops. Finally, some existing City streetlight conduits and handholes may need to be relocated to accommodate the widening improvements.

Electrical: The existing City electrical conduit, handholes, and landscape lighting running within the existing median along Slauson Avenue, west of the Atlantic Boulevard, and Atlantic Boulevard, north of Slauson Avenue would need to be reconstructed to accommodate the modified medians. The existing City electrical conduit running within the existing median along Atlantic Boulevard, south of Slauson Avenue, would be removed. Finally, some existing Southern California Edison owned conduits and handholes may need to be relocated to accommodate the widening improvements.

Water: The domestic water pipes in the Project area are owned by Maywood Mutual Water Company's Number 1, Number 2, and Number 3. Three existing water services, meters, and backflow preventers serving the existing median landscaping would be removed; one existing water service and meter would be relocated; three existing backflow preventers would be relocated; three existing water meter boxes and lids would be removed and reconstructed to grade, six existing water valve boxes and covers would be removed and reconstructed to grade; one existing water valve box and cover would be removed; and two existing fire hydrants would be relocated.

Sewer: The sewer pipes in the Project area are owned by the Los Angeles County Sanitation District. One existing sewer manhole frame and cover would need to be adjusted to grade.

Telecommunications: The telecommunications utilities in the Project area are owned by AT&T Distribution, Charter (Spectrum), Crown Castle, and MCI (Verizon). Some of these conduits may need to be relocated to accommodate the widening improvements.

Gas: The gas utilities in the Project area are owned by Southern California Gas Company (Distribution). Five existing gas valve boxes and covers would need to be adjusted to grade and some of the gas lines may need to be relocated to accommodate the widening improvements.

Common Utilities: The existing City irrigation system would be removed from the median along Slauson Avenue, west of Atlantic Boulevard, and along Atlantic Boulevard, south of Slauson Avenue. Additionally, some portions of the existing City irrigation system would be impacted at the four curb returns of the intersection at Slauson Avenue and Atlantic Boulevard.

3.9 Temporary and Permanent Disturbance Areas

The Project would require roadway modifications resulting in both temporary and permanent disturbances. As shown in Figure 3, these would be focused on all four quadrants of the Slauson Avenue/Atlantic Boulevard intersection in locations where the roadway sub-grade needs to be widened and the corresponding slope re-graded. Table 3 indicates the total temporary or permanent disturbances associated with the Project.

Table 3. Project Disturbance Areas

Disturbance	Square Feet	Acreage
Area of Permanent Disturbance/Impervious Area	65,000	1.49
Area of Permanent Disturbance/Pervious to Impervious Area	2,700	0.06
Area of Permanent Disturbance/Impervious to Pervious Area	700	0.02

Source: Stantec 2023

3.10 Project and Construction Phasing

Table 4 shows the Project and construction phasing schedule. A brief description of these activities is provided below:

- **Mobilization.** This phase would entail mobilization of equipment and personnel to the work site.
- **Clearing and Grubbing.** This phase would include the clearing of any vegetation, trees and associated roots or stumps from the Project site.
- **Demolition and Grading.** This phase involves the removal of existing pavement, concrete, and other improvement and making sure that there is a level base and appropriate slopes for the roadway and drainage improvements.

- **Trenching and Structures.** This phase includes preparing trenches for the relocation of utilities and other underground components of the roadway. It also entails the construction of any above or below structures.
- **Paving and Flat Work.** This phase involves the use of asphalt or concrete in paving the roadway service, while flat work involves the actual laying down of the material.
- **Traffic Signal Installation.** This phase includes the installation and testing of the traffic signals for the nine (9) intersections and required curb ramp modifications.
- **Signing and Striping.** This phase would entail placing roadways signage and striping of lanes and other roadway features to meet required roadway safety standards.
- **Landscaping and Demobilization.** This phase includes removing equipment, material, and personnel from the worksite and installing the landscaping and associated irrigation (if required), including removal and replacement of trees.

Table 4. Project and Construction Phasing Schedule

Phase	Description	Duration (weeks)
1	Mobilization	3
2	Clearing and Grubbing	1
3	Demolition and Grading	4
4	Trenching and Structures	6
5	Paving and Flatwork	8
6	Traffic Signal Installation	25
7	Signing and Striping	2
8	Landscape and Demobilization	3
Total	**—**	**52 (12 months)**

Source: Stantec 2023

3.11 Temporary Project Construction Components

Both Slauson Avenue and Atlantic Boulevard and the associated intersections would be accessible to motorists and pedestrians during the estimated 12-month construction period. However, during the morning (a.m.) and evening (p.m.) peak hours in which construction activities are occurring,[2] there may be the need for temporary lane closures, resulting in increased delays and queuing at the approaches to the intersections. To reduce these impacts (see Section 4.17, Transportation) and to provide continuous

[2] Note: Noise sources associated with the construction, repair, remodeling, or grading of any real property or during authorized seismic surveys provided such activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturdays, or at any time on Sunday or a Federal holiday, and provided the noise level created by such activities does not exceed the noise standard of seventy (70) dBA plus the limits specified in Section 5-23.08 of the City's Municipal Code, as measured on residential property and does not endanger the public health, welfare, and safety.

and safe operation of the roadways and intersections and worker safety during Project construction, a Traffic Management Plan (TMP) would be prepared and implemented. The TMP would assist to minimize delays by ensuring proper signage is posted to advise motorist and pedestrian of activities in the construction zone. In addition, it is also intended to help ensure that safe traffic and work zones areas are in place during roadside construction activities. The TMP will provide worker and public safety from vehicles and equipment both outside and within roadside worksites.

3.12 Construction Vehicle Access and Staging

Construction vehicle access and staging would be identified pending finalization of design and construction documents. It is anticipated that these areas would include both public and private property and ROW areas associated with the commercial parking lot areas adjacent to Slauson Avenue and Atlantic Boulevard.

4.0 Impact Analysis

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that would require mitigation to reduce the impact from "Potentially Significant" to "Less than Significant" as indicated by the checklist on the following pages.

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

Evaluation and Environmental Impacts

This section presents the environmental checklist form found in Appendix G of the CEQA Guidelines. The checklist form is used to describe the potential environmental impacts of the Project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are Project-specific mitigation measures, if needed.

For the checklist, the following designations are used:

- **Potentially Significant Impact**: An impact that could be significant and for which mitigation has not been identified. If any potentially significant impacts are identified, an EIR must be prepared. An IS/MND cannot be used if there are potentially significant impacts that cannot be mitigated.
- **Less Than Significant with Mitigation Incorporated**: This designation applies when applicable and feasible mitigation measures previously identified in prior applicable EIRs or in the General Plan EIR have reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact" and, pursuant to Section 21155.2 of the PRC, those measures are incorporated into the IS/MND.
- This designation also applies when the incorporation of new Project-specific mitigation measures not previously identified in prior applicable EIRs or in the General Plan EIR have reduced an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact."
- **Less Than Significant Impact**: Any impact that would not be considered significant under CEQA, relative to existing standards.
- **No Impact**: The Project would not have any impact.

4.1 Aesthetics

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

a) Would the project have a substantial adverse effect on a scenic vista? (No Impact)

The topography of the City is essentially flat and is also highly urbanized. Views are limited to street-level and do not afford expansive or scenic views or vistas of the surrounding area. A review of the City's General Plan (Conservation, Land Use, and Open Space Elements) did not identify any scenic vistas contained in the City or Project area. Therefore, the proposed Project would not have an impact on a scenic vista and no mitigation measures are required.

b) Would the project substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway? (No Impact)

A review of the Caltrans State Scenic Highway Map indicates that the Project site is not located in a designated scenic highway corridor. Therefore, no impact would result with implementation of the proposed Project and no mitigation measures are required.

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

The Project site is highly urbanized and does not contain non-urbanized areas. The City's Zoning Map indicates that parcels located immediately adjacent to the Project are comprised of commercial manufacturing, public facilities, and commercial. Neither Slauson Avenue nor Atlantic Boulevard contain a zoning designation. The City's Municipal Code does not include specific ordinances related to regulations governing scenic quality related to zoning. However, the Municipal Code, as noted in Title 10 (Parks and Recreation), Section 10-2.01 (Permits Required) does address the removal of street trees and notes the following: "No person shall plant, remove, destroy, cut, prune, deface, or in any manner injure any tree or shrub on any street in the City without first obtaining a permit to do so from the Street Superintendent." Street trees can contribute to the scenic quality of an area. Street trees within the Project limits (along Slauson Avenue and Atlantic Boulevard) are almost entirely limited to those located within the roadway median. Due to the urbanized nature of the corridor, very few street trees are contained within the parkway along either Slauson Avenue or Atlantic Boulevard. Based upon the Project plans (see Figure 3), required modifications to the two medians along Slauson Avenue and Atlantic Boulevard would require the removal of nine (9) street trees (queen palm [*Syagrus romanzoffiana*]). As noted above, the City would be required to seek a permit to remove these, per Title 10 of the Municipal Code. Therefore, impacts would be less than significant and no mitigation measures are required.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Less Than Significant Impact)

Construction activities would occur during both daylight and night hours in order reduce the overall construction impacts on residents and motorists. Nighttime lighting would require construction lighting and would be used directionally toward the construction areas. Because Slauson Avenue and Atlantic Boulevard Corridor is primarily comprised of commercial with residential land uses located behind these uses, the potential impacts associated with nighttime lighting are considered low. Two (2) existing City streetlights along Slauson Avenue and one (1) existing City streetlight along Atlantic Boulevard would need to be relocated. Except for three new streetlight locations, during operation, existing lighting locations would not change nor would the scheme or focus of these streetlights. Similarly, there are no current sources of glare (e.g., windows, reflective materials) on-site associated with the proposed Project. Since the roadway corridor is already highly developed, there are no additional lighting or glare sources that would be created by the proposed Project. Therefore, the proposed Project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area, either during construction or operation. Therefore, impacts would be less than significant, and no mitigation measures are required.

4.2 Agriculture and Forest Resources

II. AGRICULTURAL AND FOREST RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and Farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined by 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))?				X
d) Result in loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, or conversion of forest land to non-forest use?				X

a) Would the project convert Prime, Unique or Statewide Importance Farmland to non-agricultural use? (No Impact)

Based upon review of the California Agricultural Land Evaluation criteria, the Project is not located in, nor is adjacent to, designated agricultural land and, therefore, would not convert prime, unique, or statewide importance Farmland to non-agricultural use. Therefore, no impacts would result, and no mitigation measures are required.

b) Would the project conflict with existing zoning for agricultural use or a Williamson Act contract? (No Impact)

The City of Maywood does not include areas zoned for agricultural use or land subject to a Williamson Act contract. Therefore, no impacts would result, and no mitigation measures are required.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? (No Impact)

Based on review of the City's General Plan elements and California Department of Forestry and Fire Protection criteria, the Project is not located in, nor is adjacent to, designated forest land, timberland or zoned for Timberland Production. Therefore, the proposed Project would not conflict with existing zoning, nor cause the rezoning of forest land, timberland, or Timberland Production. Therefore, no impacts would result, and no mitigation measures are required.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use? (No Impact)

Based on review of the Forestry and Fire Protection criteria, the Project area is not located in, nor is adjacent to, designated forest land. As such, the Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts would result, and no mitigation measures are required.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (No Impact)

See responses a through d above. Therefore, the proposed Project would not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. Based upon the analysis in this section, no impacts would result, and no mitigation measures are required.

4.3 Air Quality

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

The analysis and conclusions in this section are based upon information contained in the Air Quality and Greenhouse Gas Emissions Study, Stantec Consulting Services, Inc., dated November 1, 2023, contained within Appendix C of this IS/MND.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan? (Less Than Significant Impact)

California is divided into 35 local Air Districts which are responsible for regional air quality planning, monitoring, and stationary source and facility permitting. The Air Districts are also required to prepare air quality plans to identify strategies to bring regional emissions into compliance with the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). Pursuant to the Clean Air Act, NAAQS and CAAQS have been adopted for criteria air pollutants, which include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (measured both in units of smaller than 2.5 microns in diameter [$PM_{2.5}$] and in units of particulate matter smaller than 10 microns in diameter [PM_{10}]), and lead (Pb). Air districts establish emissions thresholds for individual projects to demonstrate the point at which a project would be considered to increase the air quality violations. A project would conflict with the applicable air quality plan if they exceeded any emissions thresholds for which the region is in non-attainment.

The Project Is located within the South Coast Air Basin (SCAB), which is within the regulatory oversight of the South Coast Air Quality Management District (SCAQMD). The SCAB is designated as a non-attainment area for both the federal and state standards for O_3 and $PM_{2.5}$, the state standard for PM_{10}, and the federal standard for Pb. Accordingly, SCAQMD has prepared air quality plans, including the 2022 Air Quality Management Plan (AQMP), to achieve attainment of the applicable O_3 and particulate matter (PM) standards. The SCAQMD's adopted thresholds of significance indicate the levels of emissions that projects may emit while the region still moves toward attainment of the CAAQS and NAAQS. Projects that exceed thresholds would be considered to potentially conflict with the 2022 AQMP.

The Project consists of the construction of improvements to the Slauson Avenue/Atlantic Boulevard intersection, as well as minor improvements to several other intersections along Slauson Avenue. Project emissions would be generated during construction from off-road equipment as well as fugitive dust from earth-moving activities. As shown under Impact b, Project construction emissions would be below the applicable SCAQMD mass emissions thresholds of significance and, as shown under Impact c, Project construction emissions would also be below the SCAQMD Localized Significance Thresholds (LSTs). Moreover, as an intersection improvement project, the Project would not increase population, housing, employment, or vehicle trips in the region and would not affect the emissions projections included in the 2022 AQMP. Consequently, the Project would not conflict with or obstruct implementation of the applicable air quality plan, the potential impact would be less than significant, and no mitigation measures are required.

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

The SCAQMD has adopted mass daily thresholds of significance for Nox, volatile organic compounds (VOC), PM_{10}, $PM_{2.5}$, SO_X, CO, and Pb, as well as LSTs for NO_X, PM_{10}, $PM_{2.5}$, and CO, to determine the significance of a project's potential air quality impacts. The LSTs are intended to represent the maximum emissions from a project that would not cause or contribute to an exceedance of the CAAQS or NAAQS, and were developed based on the ambient concentrations of each criteria pollutant at specific source receptor areas. Table 5, below, presents the mass daily thresholds and the voluntary LSTs applied to the Project and used for purposes of this analysis. The LSTs are based on a 1-acre site with a 50-meter receptor distance in the Central LA area (Site Receptor Area 1).[3] The closest sensitive receptor is approximately 200 feet (60 meters) from the Project site. In accordance with SCAQMD methodology, projects that do not exceed the established mass daily threshold values would not add significantly to a cumulative air quality impact.

Table 5. SCAQMD Air Quality Significance Thresholds

Thresholds		Emissions (lbs/day)						
		VOC	**NO_X**	**SO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**Pb**
Mass Emissions Thresholds[1]	Construction	75	100	150	550	150	55	3
	Operation	55	55	150	550	150	55	3
Localized Significance Thresholds[2]	Construction	N/A	74	N/A	882	15	5	N/A
	Operation	N/A	74	N/A	882	4	2	N/A

Notes: N/A = not applicable
1. Source: SCAQMD 1993.
2. Source: SCAQMD 2009.

[3] As presented in Table 3, Project Disturbance Areas, the proposed Project is expected to result in approximately 1.49 acres of permanent disturbance. SCAQMD provides LSTs for sites that are 1, 2, and 5 acres in size. The thresholds for the 1-acre site are the smallest and, thus, most conservative of the LSTs. As a result, the LSTs for a 1-acre site are appropriate for the proposed Project.

The proposed Project is a construction project and would not result in an operational phase that would generate emissions that differ from existing conditions. Implementation of the Project would not increase population, housing, employment, or vehicle trips in the region, and roadway maintenance activities are expected to be similar to what already occurs. It is noted that VOC off-gassing emissions would occur following asphalt paving of the Project site. However, the difference in off-gassing emissions compared to what already occurs under existing conditions would be negligible. Therefore, no air quality impact would occur related to Project operations, and the following discussion focuses on construction emissions of criteria pollutants.

Construction activities associated with the proposed Project would result in emissions of criteria pollutants due to the use of off-road equipment, heavy-duty haul trucks, and employee commutes to and from the Project site. In addition, fugitive dust would be generated from earth-moving activities. Emissions from construction-related activities are generally short-term in duration but may still cause adverse air quality impacts. Project construction emissions were estimated using Sacramento Metropolitan Air Quality Management District's Roadway Construction Model, Version 9.0.0 (see Appendix B for further detail). It is noted that the model is an industry-standard model for estimating emissions from roadway construction projects throughout the state. The estimated criteria pollutant emissions associated with Project construction are presented in Table 6. As shown in the table, Project construction emissions would fall below SCAQMD mass daily thresholds.

Table 6. Construction Criteria Pollutant Emissions Compared to SCAQMD Mass Thresholds

	Emissions (lbs/day)						
	VOC	**NO_X**	**SO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**Pb**
Project Construction	4.70	54.40	0.15	45.45	12.24	3.94	-
SCAQMD Threshold of Significance	75	100	150	550	150	55	3
Exceed Threshold?	*No*	*No*	*No*	*No*	*No*	*No*	*No*

Source: Stantec 2023

Because the Project's emissions do not exceed the SCAQMD mass daily thresholds, the proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard, the potential impact would be less than significant, and no mitigation measures are required.

c) Would the project expose sensitive receptors to substantial pollutant concentrations? (Less Than Significant Impact)

Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. Sensitive receptors are facilities that house or attract children, the elderly, and people with illnesses or others who are especially sensitive to the effects of air pollutant. Land uses identified to be sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest sensitive receptors are located approximately 200 feet (60 meters) northeast from the Project site boundary.

Projects that generate emissions that are below the applicable LSTs for the site receptor area are not expected to expose sensitive receptors to substantial concentrations of criteria pollutants. As shown in Table 7, the Project's construction emissions would be below the applicable LSTs.

Table 7. Construction Criteria Pollutant Emissions Compared to SCAQMD LSTs

	Emissions (lbs/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Project Construction	54.40	45.45	12.24	3.94
SCAQMD LST	74	882	15	5
Exceed Threshold?	*No*	*No*	*No*	*No*

Source: Stantec 2023

Fugitive dust would be generated during Project construction and, specifically, earth-moving activities. Most of this fugitive dust would remain localized and would be deposited near the Project site. However, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from the Project site. However, SCAQMD Rule 403, Fugitive Dust, limits the discharge of PM emissions and establishes Best Available Control Measures that are applicable to all construction activities. Consistent with the SCAQMD Best Available Control Measures, the Project would be required to use water trucks to stabilize soils. In addition, as demonstrated above, PM_{10} emissions from construction would not exceed the applicable LST.

Exposure to diesel particulate matter (DPM) from diesel vehicles and off-road construction equipment can result in health risks to nearby sensitive receptors. While the Project would involve the use of diesel-fueled vehicles and off-road equipment, construction would be temporary. In addition, as demonstrated in Table 6 and Table 7, Project construction would result in emissions below the SCAQMD thresholds for criteria pollutant emissions, which includes PM. According to the California Air Resources Board (CARB), DPM emissions have also been shown to be highly dispersive in the atmosphere with the DPM concentration decreasing with distance from the source. Therefore, the concentration of DPM at the nearest receptors would be substantially reduced, and construction of the Project would not result in an increase in health risks due to exposure to DPM.

The Project would not expose sensitive receptors to substantial pollutant concentrations, the potential impact would be less than significant, and no mitigation measures are required.

d) Would the project create objectionable odors affecting a substantial number of people? (Less Than Significant Impact)

The SCAQMD has identified land uses commonly subject to odor complaints. These land uses include agriculture (farming and livestock), wastewater treatment, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project entails intersection and roadway improvement activities that would not involve any of the land uses identified to result in odor complaints nor involve any components with the potential to create objectionable odors affecting a substantial number of people.

Construction activities associated with the Project could result in short-term odorous emissions from diesel exhaust associated with diesel-fueled equipment. However, these emissions would be intermittent and would dissipate rapidly from the source. Furthermore, SCAQMD regulates objectionable odors through Rule 402, Nuisance.

The Project would not result in other emissions, such as those leading to odors, adversely affecting a substantial number of people, the potential impact would be less than significant, and no mitigation measures are required.

4.4 Biological Resources

IV. BIOLOGICAL RESOURCES — Would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		X		
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 Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
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?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
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?				X

Appendix D of this IS/MND contains the results of the Biological Resources Survey Memorandum, Stantec Consulting Services, Inc, dated September 5, 2023 which are summarized below.

No natural vegetation communities occurred within the Biological Survey Area (BSA). Most of the plant species present are either non-native or a landscaped ornamental species. There are sporadic ruderal native species present but were not found in high enough densities/abundance to designate a specific vegetation community.

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Less Than Significant with Mitigation Incorporated)

4.4.1 SPECIAL-STATUS PLANT SPECIES

No special-status plant species were observed during the August 2023 survey. Special-Status plant species known to occur in the region were determined to not be likely to occur within the Project site based on the results of the literature and database searched and August 2023 survey.

4.4.2 SPECIAL-STATUS WILDLIFE SPECIES

No special-status wildlife species were observed during the August 2023 survey. Special-Status wildlife species known to occur in the region were determined to not be likely to occur within the Project site (see Appendix D, Table 1 of this IS/MND). However, due to the mobility of avian species, some species may occur as transients within the Project site. Project activities have the potential to impact nesting birds, should they occur, through direct impacts such as ground-disturbing activities associated with tree removal, clearing and grubbing, demolition, grading, and trenching and increased human presence. During the breeding season, construction activities could result in the displacement of breeding birds and the abandonment of active nests. Potential indirect impacts could include the deterioration of habitat as a result of the spread of noxious weeds, increased noise levels from heavy equipment, and exposure to fugitive dust. Weed management could also affect nesting.

During operations and maintenance of the proposed Project, impacts to nesting birds would include increased human disturbance, exposure to fugitive dust, the spread of noxious weeds, and disruption of breeding or foraging activity due to routine inspection and maintenance activities. Weed abatement through herbicide application or mechanized tools could also affect nesting. If the Project construction were to occur during the avian nesting season (generally considered to be between February 15 and September 15; although some raptors species may nest as early as January) indirect impacts to nesting birds could occur; the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711) does not allow for take of migratory birds.

The MBTA makes it unlawful to possess, buy, sell, purchase, barter or “take” any migratory bird listed in Title 50 of the Code of Federal Regulations Part 10. “Take” is defined as possession or destruction of migratory birds, their nests or eggs. Disturbances that cause nest abandonment and/or loss of reproductive effort or the loss of habitats upon which these birds depend may be a violation of the MBTA.

The MBTA prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

If implementation of the Project were to impact special-status species, these impacts would be considered significant. Therefore, Mitigation Measures BIO-1 through BIO-3, which would require implementation of environmental awareness training to educate Project personnel regarding on-site plants and wildlife, implementation of site-wide Best Management Practices (BMPs), and nesting bird surveys and avoidance measures for active nests. These measures would be implemented to mitigate these potentially significant impacts. Implementation of these mitigation measures would ensure that potential impacts to special-status plant and wildlife species are reduced to a less than significant level.

4.4.3 MITIGATION MEASURES

BIO-1 Nesting Bird Surveys and Avoidance Measures

If construction of the Project would occur during the recognized nesting season, seasonally timed presence/absence surveys for nesting birds shall be conducted by a qualified biologist (February 15 through September 15); surveys for raptors shall be conducted from January 1 through August 15. If construction activities carry over into a second nesting season(s) the surveys will need to be completed annually until the Project is complete. If construction starts prior to the start of the nesting season, and to allow for continued construction in that specific year, surveys will need to be done at the start of that year's nesting season. Each survey event will include a minimum of three survey events, 3 days apart (with the last survey no more than three days prior to the start of site disturbance), if construction is scheduled to begin during avian nesting season surveys shall be conducted within 500 feet of all Project activities (where accessible).

If special-status species are observed, consultation with U.S. Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW) is required. If breeding birds with active nests are found prior to or during construction, a qualified biological monitor shall establish a 300-foot buffer around the nest and no proposed Project activities will be allowed within the buffer(s) until the young have fledged from the nest or the nest fails. The prescribed buffers may be adjusted by the qualified biologist based on existing conditions around the nest, planned construction activities, tolerance of the species, and other pertinent factors. The qualified biologist shall conduct regular monitoring of the nest to determine success/failure and to ensure that Project activities are not conducted within the buffer(s) until the nesting cycle is complete or the nest fails. If construction occurs outside of avian nesting season, only a single presence/absence survey will be required.

BIO-2 Environmental Awareness Training

All Project personnel must attend an environmental awareness and compliance training program prior to working on the Project site. The training program shall present the environmental regulations and applicable permit conditions that the Project team shall comply with. The training program shall include applicable measures established for the Project to minimize impacts to water quality and avoid sensitive

resources, habitats, and species. Dated sign-in sheets for attendees at these meetings shall be maintained and submitted to the City of Maywood.

BIO-3 Implement Best Management Practices

Grading plans for the Project shall include the following Best Management Practices (BMPs):

- All excavation, steep-walled holes or trenches in excess of six inches in depth shall be covered at the close of each working day by plywood or similar materials or provided with one or more escape ramps constructed of earth dirt fill or wooden planks. Trenches will also be inspected for entrapped wildlife each morning prior to onset of construction activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled, they will be thoroughly inspected for entrapped wildlife. Any wildlife discovered will be allowed to escape before construction activities are allowed to resume or removed from the trench or hole by a qualified biologist holding the appropriate permits (if required).
- Removal/disturbance of vegetation shall be minimized to the greatest extent feasible.
- Install and maintain appropriate erosion/sediment control measures, as needed, throughout the duration of work activities.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (No Impact)

Special-status natural communities are defined by California Department of Fish and Game (CDFW) (2009) as, "...communities that are of limited distribution statewide or within a county or region and are often vulnerable to environmental effects of projects." CDFW ranks vegetation within the state with an "S" rank; however, only those that are of special concern (S1-S3 rank) are generally evaluated under CEQA. Based on this ranking, none of the vegetation communities on the Project site are considered sensitive. The only vegetation community/land cover type in the BSA is Disturbed/Developed. In total, the Project would impact approximately 3.78 acres of Disturbed/Developed areas. Construction of the Project would remove vegetation, alter soil conditions, and have the potential to result in the loss of native seed banks within portions of the Project site. Construction activities could also result in the spread of noxious weeds within the Project site and adjacent habitats. During operation and maintenance of the Project, impacts would occur during routine maintenance activities and could include trampling or crushing of native vegetation by foot traffic, alterations in topography and hydrology, increased erosion and sedimentation, and the introduction of non-native, invasive plants due to increased human presence on foot or equipment. While these impacts could occur, they would be limited to Disturbed/Developed areas which comprise all of the vegetation communities/land cover types within the Project area. Therefore, there would be no impacts to any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (No Impact)

No potentially jurisdictional aquatic features were mapped within the Project site by the USFWS National Wetlands Inventory, and none were observed during the August 2023 survey; storm drains leading to the Pacific Ocean were observed along Slauson Avenue. Since no potentially jurisdictional aquatic features are known to occur in the Project area, no impacts would occur and no mitigation measures are required.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Less Than Significant Impact)

Wildlife movement corridors are defined on both a regional and on a local scale. Regionally and on a local basis, the Project does not fall within a known movement corridor. However, migratory birds may use the Project site and vicinity for breeding, nesting, and foraging, or as transient rest sites during migration flights but will be protected by the MBTA (see BIO-1 Nesting Bird Surveys and Avoidance Measures noted above). Because the Project site is completely developed (it does support some limited nesting and foraging habitat) there would be no impacts to 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 site; impacts would be less than significant and no mitigation measures are required.

e) Would the project conflict with any local policies or ordinance protecting biological resources, such as a tree preservation policy or ordinance? (Less Than Significant Impact)

The City's Municipal Code Section 10 Chapter 2 – Street Trees states that a permit must be obtained from the Street Superintendent if a tree or shrub is planned to be removed, destroyed, cut, or pruned. As a condition to the permit, the Street Superintendent may require the permittee to plant another tree in place of the one that was destroyed or removed (Municode 2023).

The Project would be required to comply with the City's street tree ordinance if tree and/or shrub removal are within the Project plans. The Project would not conflict with any other known local policies or ordinances protecting biological resources. Because the Project would comply with the City's street tree ordinance, impacts related to the Project on street trees would be less than significant.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (No Impacts)

The Project site does not fall within any Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan areas. This Project would not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan. Therefore, no impacts would result, and no mitigation measures are required.

4.5 Cultural Resources

V. CULTURAL RESOURCES — Would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?				X

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? (Less Than Significant with Mitigation Incorporated)

For a cultural resource to be considered a historical resource (i.e., eligible for listing in the California Register of Historical Resources [CRHR]), it generally must be 50 years or older. Under CEQA, historical resources can include precontact (i.e., Native American) archaeological deposits, historic-period archaeological deposits, historic buildings, and historic districts.

To identify historical resources on the Project site, the following tasks were completed for this IS: (1) a records search was conducted at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System;[4] (2) the California Built Environment Resource Directory (BERD) was consulted, which is maintained by the California Office of Historic Preservation (OHP), to determine if the Project corridor or immediate vicinity contains any properties listed and determined eligible for listing in the National Register of Historic Place (NRHP), listed and determined eligible for listing in the CRHR, or that had been evaluated in historic resource surveys and other planning activities; and (3) an archaeological survey of the Project corridor was conducted. Based on the results of these tasks—which are described below in greater detail—the Project would have a potentially significant impact on archaeological historical resources unless mitigation is incorporated.

4.5.1 SCCIC AND BERD SEARCH RESULTS

SCCIC records indicate that no cultural resources studies have been conducted within the Project area. A review of the BERD revealed that the Maywood City Hall building at 4319 Slauson Avenue is “individually listed or designated locally” and is a CEQA historical resource. The building, which was constructed in 1938, would not be altered by the construction, and the Project would not have a substantial adverse change in the significance of a historical resource. In addition, Appendix G (Noise Analysis Report)

[4] The SCCIC is an affiliate of the State of California OHP and is the official State repository of cultural resources records and reports for Los Angeles County.

determined that all calculated vibration levels from construction would be below the thresholds of human annoyance and building damage.

There are no recorded archaeological historical resources in the Project corridor. Although there are no known archaeological resources in the Project corridor or vicinity, the potential to encounter buried archaeological deposits during construction cannot be ruled out.

4.5.2 FIELD SURVEY RESULTS

On August 28, 2023, a Stantec archaeologist conducted a reconnaissance-level "windshield" field survey of the Project corridor. The survey was completed by driving the length of the Project alignment, including intersections, from east to west, and then again from west to east carefully examining the Project area for patches of exposed, native, undisturbed ground surface. In this way, the ground surface was inspected for any archaeological resources dating to either the precontact period or historic period (i.e., 50 years old or older). Visibility of the native ground surface was negligible (zero percent) for the entirety of the Project area due to paved sidewalks, parking lots, buildings, and landscaping plants and mulch.

4.5.3 MITIGATION MEASURES

CUL-1 Cultural Materials Discovered during Construction

Should an archaeological deposit be encountered during Project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and a qualified archaeologist meeting the *Secretary of the Interior's Professional Qualifications Standards for Archeology* contacted to assess the situation, determine if the deposit qualifies as a historical resource, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. If the deposit is found to be significant (i.e., eligible for listing in the CRHR), the City shall be responsible for funding and implementing appropriate mitigation measures. Mitigation measures may include recording the archaeological deposit, data recovery and analysis, and public outreach regarding the scientific and cultural importance of the discovery. Upon completion of the selected mitigations, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review, and the final report shall be submitted to the SCCIC at California State University, Fullerton. Significant archaeological materials shall be submitted to an appropriate local curation facility and used for future research and public interpretive displays, as appropriate.

The City shall inform its contractor(s) of the sensitivity of the Project area for archaeological deposits and shall verify that the following directive has been included in the appropriate contract documents:

> *"The subsurface of the construction site may be sensitive for Native American archaeological deposits and associated human remains, and historic-period archaeological deposits. If archaeological deposits are encountered during Project subsurface construction, all ground-disturbing activities within 25 feet shall stop and a qualified archaeologist contacted to assess the situation and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any archaeological materials. Archaeological deposits can include shellfish remains; bones; flakes of, and tools made from, obsidian, chert, and basalt; mortars and pestles;*

and historical bottles and ceramics. Contractor acknowledges and understands that excavation or removal of archaeological material is prohibited by law and constitutes a misdemeanor under California Public Resources Code, Section 5097.5."

With implementation of the above mitigation measure, the potential impact on historical and archaeological resources would be reduced to a less than significant level.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? (Less Than Significant with Mitigation Incorporated)

According to the CEQA Guidelines, "When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource" (CEQA Guidelines Section 15064.5(c)(1)). Those archaeological sites that do not qualify as historical resources shall be assessed to determine if these qualify as "unique archaeological resources" (California PRC Section 21083.2). Archaeological deposits identified during Project construction shall be treated by the City—in consultation with a qualified archaeologist meeting the *Secretary of the Interior's Professional Qualifications Standards for Archeology*—in accordance with Mitigation Measure CUL-1. Impacts would be less than significant with mitigation incorporated, with the implementation of Mitigation Measure CUL-1.

c) Would the project disturb any human remains, including those interred outside formal cemeteries? (No Impact)

There are no known historic-period human burials in the Project corridor. Background research and a cultural resources field survey conducted for this IS/MND (see discussion above) did not identify recorded Native American skeletal or cremated remains at the Project site.

In the event that human remains are identified during Project construction, these remains will be treated in accordance with Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code, as appropriate.

Section 7050.5 of the California Health and Safety Code states that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined whether or not the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Native American Most Likely Descendent (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Section 5097.98 of the Public Resources Code states that the NAHC, upon notification of the discovery of Native American human remains pursuant to Health and Safety Code Section 7050.5, shall immediately notify those persons (i.e., the MLD) it believes to be descended from the deceased. With permission of the landowner or a designated representative, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

With these regulations in place, no impact on human remains is anticipated, and no mitigation measures are required.

4.6 Energy

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

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (Less Than Significant Impact)

Energy in the form of electricity and transportation fuel would be expended to construct the proposed Project. However, the amount of consumption would be minor in comparison to the number of available resources. In addition, modern construction equipment has been designed to be more efficient, due to energy reduction requirements by state and federal regulations. Moreover, equipment would not be permitted to remain idling while not is use, which would further reduce the consumption of energy resources. During operation, energy consumption would be limited to replacement of existing traffic signal lights and three (3) new streetlights, and which would employ light emitting diodes (LED). These lights have very low electricity requirements and would be more efficient than the ones currently being used. Therefore, impacts would be less than significant, and no mitigation measures are required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (No Impact)

The City does not have an adopted Energy Plan; however, local jurisdictions, including the City, are actively seeking to eliminate energy waste, improve the efficiency with which energy is used, encourage the use of renewable energy, such as the sun and wind, and increase awareness of energy issues in the City. These measures serve as the basis of a road map for integrating comprehensive alternative strategies into the community in ways that make economic sense and help the City in adapting to the changing climate. They also assist to reduce energy use related to buildings, reduced vehicle emissions, and lighting maintained and operated by the City and Southern California Edison. As the Project consists of roadway corridor improvements, there are no characteristics of the Project that would result in a conflict or obstruction with a state or local plan related to renewable energy or energy efficiency. Therefore, no impacts would result, and no mitigation measures are required.

4.7 Geology and Soils

VII. GEOLOGY AND SOILS — Would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?			X	
ii. Strong seismic ground shaking?			X	
iii. Seismic-related ground failure, including liquefaction?			X	
iv. Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. The 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? (Less Than Significant Impact)

The City, as well as most of Southern California, is in a region of historical seismic activity. According to the California Department of Conservation's Geological Survey Seismic Hazards Program, no known active fault systems are located within the limits of the City or the Project site. Therefore, no part of the City has been delineated on the Alquist-Priolo Earthquake Fault Zone map. However, the City is in a region with several active faults. The most significant faults potentially affecting the City on a local or regional basis are the Lower Elysian Park Thrust Fault, Puente Hills Blind Thrust Fault system Newport-Inglewood, and San Andreas Faults that have historically shown activity.

Therefore, based on the foregoing analysis, the proposed Project would result in less than significant impacts in relation to a rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, and no mitigation measures are required.

ii. Strong seismic ground shaking? (Less Than Significant Impact)

There are active or potentially active fault systems that can affect the City, including the Project site. The most significant known locally active faults include the Lower Elysian Park Thrust Fault, Puente Hills Blind Thrust Fault and the Newport-Inglewood Fault. The potential for damage resulting from seismic-related events exists within the City, as it does throughout Southern California. Seismic hazards include ground shaking, ground failure, and ground displacement. The site is expected to be subject to moderate to severe ground shaking from a regional seismic event within the Project life. The faults noted above have the greatest potential for causing earthquake damage related to ground shaking at the Project site. However, the proposed Project includes no habitable structures that would be impacted by a seismic event. Therefore, impacts would be less than significant, and no mitigation measures are required.

iii. Seismic-related ground failure, including liquefaction? (Less Than Significant Impact)

According to the California Department of Conservation's Geological Survey Seismic Hazards Program: Liquefaction Zones, the Project site is located within a potential liquefaction zone. The proposed Project entails roadway, signalization, and street light improvements to the Slauson Avenue and Atlantic Boulevard Corridor and would employ safeguards (e.g., over excavation, use of gravel, compaction) to address potential liquefaction impacts, associated with a seismic event. Therefore, all potential impacts relative to this topic are considered less than significant, and no mitigation measures are required.

iv. Landslides? (Less Than Significant Impact)

According to the California Department of Conservation's Geological Survey Seismic Hazards Program: Landslides Zones, the Project site is not located within a potential landslide zone. The proposed Project entails roadway, signalization, and street light improvements to the Slauson Avenue and Atlantic Boulevard Corridor. Therefore, all potential impacts relative to this topic are considered less than significant, and no mitigation measures are required.

b) Would the project result in substantial soil erosion or the loss of topsoil? (Less Than Significant Impact)

The proposed Project would modify, but largely maintain, the natural contours of the Slauson Avenue and Atlantic Boulevard Corridor. Construction activities would not result in substantial soil erosion or loss of topsoil, nor would this be expected during operation. In addition, the proposed Project would be required to adhere to the City's Grading Manual, which includes measures to address and control erosion and siltation. Therefore, impacts would be less than significant, and no mitigation measures are required.

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

According to the California Department of Conservation's Geological Survey Seismic Hazards Program, the Project site is not located within a potential landslide or off-site landslide, subsidence or collapse zone, but may be subject to lateral spreading and liquefaction. Standard construction techniques would be employed to address these potential issues. Therefore, impacts would be less than significant, and no mitigation measures are required.

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

The Project proposes enhancements and improvements to the Slauson Avenue and Atlantic Boulevard Corridor, but no habitable structures are proposed. In addition, an analysis of the on-site soils indicates they are not considered expansive, as defined in Table 18-1-B of the Uniform Building Code (1994). Therefore, less than significant impacts relative to this topic are anticipated due to Project implementation, and no mitigation measures are required.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (No Impact)

The proposed Project would include enhancements and improvements to the Slauson Avenue and Atlantic Boulevard Corridor; as such, the Project does not involve issues pertaining to soils incapable of supporting septic tanks or alternative wastewater disposal systems. Therefore, no impacts would occur, and no mitigation measures are required.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less than Significant with Mitigation Incorporated)

A Paleontological Resource Assessment (Paleontological Resources Assessment, Stantec Consulting Services, Inc., dated October 17, 2023) was prepared for the proposed Project and is contained within Appendix E of this IS/MND. The results of this assessment indicate that one geologic unit is present in the Project area: alluvium, which has low-to-high paleontological potential, increasing with depth (as assessed using the classifications of the Society of Vertebrate Paleontology [2010]). The transition from low-to-high sensitivity is estimated to occur at depths of approximately 10 feet below ground service (bgs), based on documented fossil discoveries in the vicinity. As the proposed Project would require some soil disturbance, impacts to potential paleontological resources is considered potentially significant. However, with the implementation of the following mitigation measures, these impacts would be reduced to less than significant levels.

4.7.1 MITIGATION MEASURES

GEO–1 Paleontological Monitoring Program

A paleontologist meeting professional standards as defined by Murphey et al. (2019) shall be retained as the Project Paleontologist to oversee all aspects of paleontological mitigation, including paleontological monitoring of earthwork and ground-disturbing activities into undisturbed geologic units with high paleontological potential, to be conducted by a paleontological monitor meeting industry standards (Murphey et al. 2019). Within the Project area, older alluvium has high paleontological potential and is present at estimated depths of 10 feet below ground surface.

The paleontological monitoring program shall include development of a Paleontological Resources Monitoring and Mitigation Plan that outlines where and when monitoring is necessary, on-site (full-time) paleontological monitoring of ground disturbance over 10 feet in depth, an unanticipated discoveries plan in the event that fossils are encountered, and final reporting.

GEO–2 Paleontological Monitoring

The Project Paleontologist shall develop a Worker's Environmental Awareness Program training that communicates requirements and procedures for the inadvertent discovery of paleontological resources during construction to be delivered by the paleontologist or their designated representative to the construction crew prior to the onset of ground disturbance.

GEO–3 Inadvertent Discoveries

In the event that paleontological resources are encountered during construction activities, all work must stop in the immediate vicinity of the finds while the paleontological monitor documents the find. The designated Project Paleontologist shall assess the find. Should the Project Paleontologist assess the find as significant, the find shall be collected and curated in an accredited repository along with all necessary associated data and curation fees.

4.8 Greenhouse Gas Emissions

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

The analysis and conclusions contained in this section are derived from Appendix C (Air Quality and Greenhouse Gas Emissions Study) of this IS/MND.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less Than Significant Impact)

After the adoption of AB 32, the SCAQMD established a greenhouse gas (GHG) working group to develop thresholds of significance for the analysis of GHG emissions. In December 2008, the SCAQMD Board adopted the Interim CEQA GHG Significance Threshold, which established a screening threshold of 10,000 metric tons of carbon dioxide equivalent per year ($MTCO_2e/yr$) for industrial projects and 3,000 $MTCO_2e/yr$ for residential and commercial projects. Additionally, the SCAQMD working group recommended that instead of an individual construction GHG threshold, construction emissions should be amortized over the life of the Project (30 years) and evaluated with a project's annual, operational GHG emissions. In order to present a conservative analysis, total Project construction GHG emissions are compared to the lesser screening threshold of 3,000 $MTCO_2e/yr$. This analysis does not evaluate operational GHG emissions from the Project as they would not differ from existing conditions. No GHG emissions impact would occur related to Project operations, and the following discussion focuses on construction emissions of GHGs.

The Project would generate GHG emissions during construction from off-road equipment and on-road vehicle exhaust from worker vehicle trips and hauling truck trips. Project construction emissions were estimated using Sacramento Metropolitan Air Quality Management District's Roadway Construction Model, Version 9.0. Table 8, below, presents a summary of the estimated GHG emissions that would result from Project construction. To be consistent with SCAQMD's GHG emissions policy, the table also presents construction emissions amortized over a 30-year Project lifetime.

Table 8. Construction GHG Emissions

Project Emissions	Metric Tons of Carbon Dioxide Equivalent (MT CO_2e)
Construction Emissions	1,232.35
Amortized Construction Emissions	41.08
SCAQMD Threshold of Significance	3,000
Exceed Threshold?	*No*

Source: Stantec, 2023

The SCAQMD indicated that projects which result in GHG emissions below the applicable screening thresholds would result in a less than significant impact related to GHG emissions. As shown above, construction of the Project would emit an estimated total of 1,232.35 $MTCO_2e$, which is well below the 3,000 $MTCO_2e$ significance threshold applied in this analysis. As a result, the Project would not generate GHG emissions, either directly or indirectly, that would be considered to have a substantial adverse effect on the environment, the potential impact would be less than significant, and no mitigation measures are required.

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

In 2006, the State Legislature enacted AB 32, also known as the California Global Warming Solutions Act of 2006. AB 32 required CARB to adopt statewide GHG emissions limits to achieve statewide GHG emissions levels at the same levels they were atmospherically in 1990 by the year 2020. SB 32, signed in 2016, expands on the mandate of AB 32 by requiring CARB to ensure that state GHG emissions are reduced to 40 percent below the 1990 emission level by the year 2030. AB 1279 was enacted in 2022, and requires that the state achieve carbon neutrality as soon as possible, but no later than 2045. CARB approved the 2022 Scoping Plan in December 2022, which built upon the 2008 and 2017 Scoping Plans in order to meet California's SB 32 and AB 1279 GHG reduction targets.

For this analysis, the applicable plans adopted for the purpose of reducing GHG emissions are the CARB's 2022 Scoping Plan and the Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS). The City of Maywood is currently developing a Climate Action, Adaptation, and Resilience Plan (CAARP), which is intended to provide a roadmap to accelerate GHG emissions reductions and support the City and its residents in addressing the impacts of climate change. However, the CAARP has not yet been released nor adopted by the City Council.

The 2022 Scoping Plan includes an action item wherein construction equipment shall be 25 percent electrified by 2030 and 75 percent electrified by 2045. Project construction is expected to be complete prior to 2030 and, as a result, this action item is not applicable. The vast majority of the remaining action items and measures in the 2022 Scoping Plan apply to local governing agencies and land development projects and are not applicable to the Project, which would not constitute a new source of operational emissions. Specific goals within the SCAG RTP/SCS that are relevant to the Project include: (1) improving mobility, accessibility, reliability, and travel safety for people and goods; (2) reducing GHG

emissions and improving air quality; and (3) leveraging new transportation technologies and data-driven solutions that result in more efficient travel. Congestion management and signal coordination, both of which are components of the Project, are shown to reduce GHG emissions. Roadway improvements that reduce congestion, improve vehicle operating speeds, reduce idling and stop-and-go conditions, result in lower emission rates. Because the Project would involve implementation of congestion relief features, the Project would directly support the GHG reduction strategies established in the RTP/SCS as well as the carbon neutrality goal of the 2022 Scoping Plan.

Considering the above, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. Therefore, potential impacts would be less than significant, and no mitigation measures are required.

4.9 Hazards and Hazardous Materials

IX. HAZARDS AND HAZARDOUS MATERIALS — Would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X	
e) For a project located within an airport land use compatibility plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the Project area?				X

IX. HAZARDS AND HAZARDOUS MATERIALS — Would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

a) Would the project create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials? (Less Than Significant Impact)

The proposed Project does not include the routine transport, use, or disposal of hazardous materials that could create a significant hazard to the public or the environment. The widening of Slauson Avenue and Atlantic Boulevard and signal replacement along the corridor would result in the removal of existing concrete and asphalt associated with the widening project (paved surfaces and sidewalk modifications), paint stripping materials, and potentially arsenic containing beads, which can be hazardous.

Additionally, given both the timeframe in which the Project site has been an active intersection and that the Project site is located within the Preliminary Investigation Area (PIA) for the former Exide Facility. The State of California Department of Toxic Substances Control DTSC established a PIA defined as a 1.7-mile radius from the former Exide Facility in Vernon, where aerially deposited lead (ADL) may potentially be present at hazardous levels in shallow soils. Based on the proposed Project consisting of the widening of Slauson Avenue and the highly paved nature of the Project site (that includes multiple stormwater events), ADL would not be expected to accumulate on paved surfaces, but rather in unpaved surfaces (if present). In addition, the sidewalk areas for the Project site are predominantly paved with very limited unpaved areas located immediately adjacent to the paved roadways. Accordingly, impacts would be less than significant, and no mitigation measures are required.

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

The proposed Project would not be a generator of hazardous materials. No significant hazardous materials would be stored or handled on-site associated with the operational characteristics of the proposed Project. Construction equipment would operate on the Project site and limited temporary storage of hazardous materials (such as fuels, lubricants, and cleaning solutions) on the site may occur. Project construction would include short-term use of construction equipment that would produce emissions. Additionally, in relation to construction activities, the proper use and maintenance of equipment, along with the use of BMPs, greatly reduces the potential risk of spills and releases that can result in impacts to soil and/or groundwater. Therefore, impacts related to the creation of significant hazards to the public or the environment through reasonably foreseeable upset and accident conditions

involving the release of hazardous materials into the environment would be less than significant and no mitigation measures are required.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Less Than Significant Impact)

The Maywood Center for Enriched Studies is within one-quarter mile from the Project site. The proposed Project which entails the widening of the Slauson Avenue and Atlantic Boulevard intersection, and other corridor improvements would not emit hazardous emissions or involve hazardous or acutely hazardous materials, substances, or waste. However, the potential presence of ADL should be considered in the remedial action plan (RAP), prepared by the City, or its General Contractor. It should be noted that the prevailing wind direction is to the south-southwest with some variation to the south, whereas the school is west of the site. As such, there is little potential impact to schools related to hazardous emissions or hazardous or acutely hazardous materials, however, BMPs should be in place to ensure there is no potential hazardous emissions. Therefore, impacts would be less than significant, and no mitigation measures are required.

d) Would the project be located on a site which is included on a list of hazardous materials sites which complied pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Less Than Significant Impact)

The Project site is located within two miles of a facility included on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5. Per Impact a) above, the subject site is located within the 1.7 Mile PIA established by the DTSC from the former Exide Facility. The PIA pertains to the potential for encountering lead-impacted soil surrounding the former Exide Facility and is part of a cleanup plan put into place by the DTSC. The former Exide Facility is approximately 1.35 miles from the Project site. Based on the proposed Project involving the widening of an existing highway, the potential presence of ADL is considered less than significant. As mentioned above, there are no other open case sites within 1,000 feet of the proposed Project that may have an impact on the Project site. The Project itself would not result in any impacts relative to hazardous materials sites. Therefore, less than significant impacts would result, and no mitigation measures are required.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the Project area. (No Impact)

The proposed Project is neither located within an airport land use plan, nor within two miles of a public or public use airport. Therefore, no impacts related to a safety hazard or excess noise for people residing or working in the area would result. Therefore, no impacts would result, and no mitigation measures are required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Less Than Significant Impact)

The proposed Project entails corridor improvements and enhancements along Slauson Avenue, including widening of the Slauson Avenue and Atlantic Boulevard intersection. There is a possibility that construction activities could impede implementation of, or physically interfere with an adopted emergency response plan or an emergency evacuation plan, if one exists; a review of the City's General Plan and other documents did not identify an adopted emergency response or evacuation plan. However, the proposed Project would be required to prepare a TMP (as a Condition of Approval during the Plan Check process) to address construction activities and potential impact to emergency services and therefore, impacts would be less than significant, and no mitigation measures are required.

g) Would the project Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (No Impact)

The proposed Project is not located in a developed area that is identified as a very high fire hazard severity zone (see Section 4.20, Wildfire, below). It is not adjacent to wildlands, as the area is all developed with little to no green space. Therefore, the proposed Project would not result in an impact associated with wildland fires, and no mitigation measures are required.

4.10 Hydrology and Water Quality

X. HYDROLOGY AND WATER QUALITY — Would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would			X	
i. result in substantial erosion or siltation on- or off-site;			X	
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;			X	

X. HYDROLOGY AND WATER QUALITY — Would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
iv. impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

a) Would the project violate any water quality standards or waste discharge requirements? (Less Than Significant Impact)

The Slauson Avenue and Atlantic Boulevard Corridor is developed and would continue to remain so when the proposed Project is completed. The Project area is under the jurisdiction of the RWQ–B - Los Angeles Region, for issues related to ground and surface water quality. The Los Angeles Region includes cities and municipalities in coastal watersheds of Los Angeles and Ventura Counties, along with very small portions of Kern and Santa Barbara Counties. Each of the nine Regional Boards within California is required to adopt a Water Quality Control Plan, or Basin Plan. Each Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan: (1) designates beneficial uses for surface and ground waters; (2) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy; (3) describes implementation programs to meet the objectives and protect the beneficial uses of all waters in the region; and (4) describes surveillance and monitoring activities to evaluate the effectiveness of the Basin Plan.

Construction activity includes any work associated with minor grading and construction of the Project site. This includes utility relocations, roadway widening (e.g., curb returns, mid-block median openings, reduction of existing median widths, griding and overlay of asphalt, lane and crosswalk restriping, traffic signals and synchronization, signage), public transit bus stop relocation and other similar activities along the existing Slauson Avenue and Atlantic Boulevard Corridor. Due to the minor soil disturbance associated with construction activity, there is a potential for some sediment to be transported from the construction site into receiving waters, such as the Pacific Ocean. Other potential pollutants include metals and fuels from vehicles and heavy equipment.

In accordance with NPDES regulations, the State of California requires that any construction activity disturbing 1 acre or more of soil comply with the State General Construction Activity Storm Water Permit (Water Quality Order 99-08-DWQ). For sites exceeding 1 acre in soil disturbance, a site-specific Stormwater Pollution Prevention Plan (SWPPP) would need to be prepared and uploaded to the State

Water Resources Control Board's (SWRCB) Stormwater Multiple Application and Report Tracking System (SMART) system.

The proposed Project is anticipated to disturb more than 1 acre. Nevertheless, the Project would be conditioned to implement BMPs during construction activities. The purpose of implementing BMPs is to prevent all construction pollutants from contacting storm water and to keep all erosion products from moving off-site into receiving waters.

Certain discharges of non-storm water, such as irrigation, pipe flushing and testing, are permitted, as long as they do not cause or contribute to a violation of any water quality standard; violate any provision of the General Permit; or require a non-storm water permit (such as those issued by the RWQCB-Los Angeles). Typical construction BMPs required by the NPDES permit and the pollutants they target are shown in Table 9. Due to the type of Project proposed and its characteristics (roadway improvements), not all of the typical construction BMPs identified in Table 9 are applicable to the Project (e.g., storm drain inlets).

Pollutants associated with the Project could include sediments (soil disturbance), nutrients (fertilizers, eroded soils), metals (vehicles), oil, and grease (vehicles).

Table 9. Typical Construction Best Management Practices

Construction BMPs for incorporation, where applicable, into the SWPPP	Sediment	Nutrients	Pathogens	Pesticides	Metals	Other
Soil and slope stabilization utilizing the appropriate combination of natural and synthetic mattings, geotextiles, mulches, and temporary and permanent seeding.	X	X			X	
Temporary desilting basins constructed where necessary and consisting of ponds with outflow pipes designed to retain or detain runoff sufficiently to allow sediment to settle.	X	X			X	
Storm drain inlet protection utilizing an appropriate combination of barrier devices such as sandbags, straw rolls, hay bales, fiber rolls, gravel, silt fencing, screens, and temporary drain signs (raising awareness and limiting construction wastes from entering the storm drain system).	X	X			X	Trash

Construction BMPs for incorporation, where applicable, into the SWPPP	Sediment	Nutrients	Pathogens	Pesticides	Metals	Other
Energy dissipation devices installed where necessary and consisting of physical devices such as rock, riprap, and concrete rubble intended to prevent scour of downstream areas.	X	X			X	
On-site dust control and street sweeping employed when and where necessary, paying close attention to paved areas and areas susceptible to wind erosion (such as soil stockpiles).	X	X			X	Trash
Stabilized construction entrance consisting of pads of aggregate and located where traffic enters public rights-of-way; when and where necessary, wash racks or tire rinsing may be employed (tire rinse waters being directed through on-site sediment control devices).	X				X	
Diversion structures consisting of devices such as silt fencing, temporary or permanent channels, V ditches, earthen dikes, downdrains, straw bales, and sandbag check dams should be utilized where necessary to divert storm water flows from disturbed areas.	X				X	Trash
Adherence to Groundwater Extraction Permit by conducting required testing, monitoring, and discharge provisions for activities, including dewatering and foundation dewatering.	X				X	
Construction housekeeping practices consisting of practices such as barricading catch basins and manholes during paving activities; utilizing plastic sheeting, secondary containment, or bermed areas for construction materials when necessary; removing construction debris in a timely fashion; designating and lining concrete washout areas; and berming or locating sanitary facilities away from paved areas.	X		X		X	Trash

Construction BMPs for incorporation, where applicable, into the SWPPP	Sediment	Nutrients	Pathogens	Pesticides	Metals	Other
Fertilizer, pesticide, and soil amendment management, including not over applying such materials.		X		X		

Source: California Storm Water BMP Handbooks (2003)

For post-construction activities, the proposed Project would be subject to the Waste Discharge Requirements for Municipal Separate Storm Sewer Systems (MS4) Permit. The City is a permittee under the RWQCB-Los Angeles Order Number R4-2012-0175, issued on November 8, 2012, which establishes MS4 requirements. The proposed Project would be required to adhere these requirements once construction has ceased.

Because the proposed Project would be required to adhere to standard measures to protect water quality and waste discharge requirements for pre- and post-construction activities, impacts would be less than significant, and no mitigation measures are required.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Less Than Significant Impact)

The Project site is located on developed land, and the subject property would remain developed after implementation of the Project. The overall amounts of impervious surfaces, both existing and proposed, would largely remain the same and would not change substantially, such that a considerably measurable difference would occur. The proposed Project would not impact groundwater supplies or interfere with groundwater recharge. Therefore, the proposed Project would result in less than significant impacts to groundwater, and no mitigation measures are required.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (Less Than Significant Impact):

i. result in substantial erosion or siltation on- or off-site?

The proposed Project would not result in a significant change to the drainage pattern of the Project site. The existing contours would largely remain the same, and the overall amount of impervious surfaces would be about the same in area. The proposed Project would not involve the alteration of the course of a stream or river in a manner that would result in substantial erosion or siltation on-site or off-site. The Slauson Avenue and Atlantic Boulevard Corridor roadway improvements and enhancements are planned to follow the natural contours and slopes of the roadway corridor. Therefore, the proposed Project would result in less than significant impacts related to erosion or siltation on-site or off-site, and no mitigation measures are required.

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

Miscellaneous street and storm drain improvements, including curb and gutter, storm drain inlets, and piping, are proposed. These improvements would be adequately sized to capture and convey the projected stormflows and would not result in flooding either on- or off-site. The proposed Project would not alter the course of a stream or a river. Therefore, the proposed Project would result in less than significant impacts, and no mitigation measures are required.

iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Refer to responses a and c(ii), above. Therefore, Project impacts associated with runoff would be less than significant, and no mitigation measures are required.

iv. impede or redirect flood flows?

Refer to responses a and c(ii), above. Therefore, Project impacts associated with impeding or redirecting flood flows would be less than significant, and no mitigation measures are required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (Less Than Significant Impact)

Because the site is located approximately 15 miles from the Pacific Ocean, the Project site would not experience impacts associated with inundation by tsunami. The proposed Project itself does not expose people or structures to a significant risk involving flooding, or flooding, as a result of the failure of a levee or dam since it entails roadways that already exist. Additionally, the City has emergency procedures in the event of a major disaster event (e.g., flooding, earthquake, evacuation plans). Therefore, impacts associated with inundation by seiche, tsunami, or flood hazard would be less than significant, and no mitigation measures are required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Less Than Significant Impact)

The proposed Project would be required to comply with all existing requirements regarding water quality. In addition, as noted in response b, above, the proposed Project would result in less than significant impacts related to groundwater recharge. Therefore, impacts related to obstructing the implementation of a water quality control plan or groundwater management plan would be less than significant, and no mitigation measures are required.

4.11 Land Use and Planning

XI. LAND USE AND PLANNING — Would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Physically divide an established community?				X
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?			X	

a) Would the project physically divide an established community? (No Impact)

The proposed Project entails roadway improvements and enhancements along the existing Slauson Avenue and Atlantic Boulevard Corridor. No impacts would result, and no mitigation measures are required.

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

A consistency analysis with the City of Maywood General Plan is presented below in Table 10.

Table 10. General Plan Consistency Analysis

Policy		**Consistency Determination**
Conservation Element	*Policy 3–3 - Require drought resistant trees and plants for all new landscaping for commercial and industrial development.*	**Consistent**: The proposed Project would require reducing the width of the existing median islands along the east and west legs of Slauson Avenue and north leg of Atlantic Boulevard and remove the existing median along the south leg of Atlantic Boulevard of the intersection to accommodate the dual left turn lanes. The existing landscaping/trees, utilities and City entry monument signs within these median islands would be removed or relocated.
Noise Element	*Goal 1, Policy 1.2 – Control any sounds which exceed community accepted levels at their source through enforcement.*	**Consistent**: As noted in Section 4.13, Noise, construction noise would be short-term and intermittent. With the implementation of Mitigation Measure NOI-1, impacts would be less than significant.
Open Space Element	*Goal 1, Policy 1–5 - All median strips, islands, etc., shall be landscaped.*	**Consistent**: All modified or new median strips or islands associated with the proposed Project would be landscaped in conformance with City requirements.

Policy		Consistency Determination
Circulation Element	*Goal 2, Policy 2.3 – Pursue funding sources from regional, state, and federal agencies for future circulation improvements, including but not limited to SAFETA-LU or subsequent programs, Proposition C, gas tax, and State infrastructure funding programs for future improvements on Slauson Avenue and Atlantic Boulevard.*	**Consistent**: The proposed Project is one of the mitigations identified in Metro's I-710 Congestion Relief Program (CRP). The Project would improve circulation to the intersection by adding a second left turn lane on eastbound Slauson Avenue and northbound Atlantic Boulevard and other improvements. The Project would be constructed using Metro funds associated with the I-710 CRP.
	Goal 2, Policy 2.3 – Implement intelligent transportation system technologies to improve traffic flow.	**Consistent**: The proposed Project would include upgraded traffic signals and traffic signal synchronization at nine (9) intersections along the Slauson Avenue Corridor between Atlantic Boulevard and Maywood Avenue (see Section 2.2, Project Background and History, for more information).
	Goal 4, Policy 4.7 – Ensure that all sidewalks and walkways in the City are safe for pedestrian users by requiring that they be wide, well lit, and appropriately shaded in commercial areas	**Consistent**: All sidewalks and walkways affected by the proposed Project would be constructed to existing City standards.

Source: Stantec, 2023

The proposed Project would also be consistent with the City's General Plan and Municipal Code. It is not anticipated that the proposed Project would result in any significant impacts due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant, and no mitigation measures are required.

4.12 Mineral Resources

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

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (No Impact)

The Project site is not located within a known and/or designated mineral resources area. Therefore, no loss of availability of known mineral resources would result, and no mitigation measures are required.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (No Impact)

The City's General Plan does not delineate any locally important mineral resource in the Project area. Therefore, the proposed Project would not result in any significant impacts to a locally important mineral resource. Therefore, no impacts would result, and no mitigation measures are required.

4.13 Noise

XIII. NOISE — Would the project result in:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		X		
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the Project area to excessive noise levels?				X

The analysis and conclusions in this section are based upon information contained in Appendix G (Noise Analysis Report) of this IS/MND.

a) Would the project result in exposure of persons to or generation of temporary or permanent noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Less Than Significant with Mitigation Incorporated)

Noise impacts related to the Slauson Avenue and Atlantic Boulevard Congestion Relief Improvements Project would be limited to temporary construction activity at the intersection of the two roadways and at the nine (9) intersections for traffic signal upgrades. Construction activities for this Project include grading/excavation, drainage/utilities/sub-grade work, and paving. Each construction stage has its own mix of equipment, and consequently, its own noise characteristics. The various construction operations would change the character of the noise generated at the Project site and therefore, the noise level as construction progresses. The loudest stages of construction usually include excavation and land moving, as the noisiest construction equipment is typically earth-moving and grading equipment.

Section 5-23.11 "Exemptions," Paragraph (c) in the City of Maywood Municipal Code states the following regarding construction noise:

> *"Noise sources associated with the construction, repair, remodeling, or grading of any real property during authorized seismic surveys provided such activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturdays, or at any time on Sunday or a Federal holiday, and provided the noise level created by such activities does not exceed the noise standard of seventy (70) dBA plus the limits specified in Section 5-23.08 of this chapter as measured on residential property and does not endanger the public health, welfare, and safety."*

The construction of the Slauson Avenue and Atlantic Boulevard Congestion Relief Improvements Project would be conducted in three stages and each stage would use different construction equipment. A worst-case condition for construction activity would assume all noise-generating equipment were operating at the same time and at the same distance from the closest noise-sensitive receptor.[5]

Using the worst-case assumption, the Roadway Construction Noise Model (RCNM) program calculated the following minimum distances between the construction activity and the closest residential property to achieve the maximum 70 dBA construction noise requirement listed in the City of Maywood Municipal Code (Table 11):

Table 11. Calculated Minimum Distances from Residential Property to Achieve Code Minimum Construction Noise Levels

Construction Phase	Minimum Distance to Closest Residential Property to Achieve Noise Code Requirements	Calculated Leq
Grading / Excavation	510 feet	70.0 dBA
Drainage / Utilities / Sub-Grade	384 feet	70.0 dBA
Paving	250 feet	70.0 dBA

Source: Stantec 2023, Federal Highway Administration RCNM v1.1 2008

Based on the RCNM calculations in Table 11, all grading/excavation work within 510 feet, all drainage/utilities/sub-grade work within 384 feet, and all paving work within 250 feet of residential property may have the potential to exceed the 70 dBA threshold as defined by the City of Maywood Municipal Code. Also, construction work is planned to be conducted during nighttime hours.

The City of Maywood Municipal Code and General Plan do not contain specific mitigation measures relating to construction noise. The Federal Transit Administration offers common construction mitigation measures listed in Step 5 within Section 7.1 "Construction Noise Assessment" in the 2018 FTA Transit Noise and Vibration Impact Assessment Manual. Some of the applicable measures are included in Mitigation Measure NOI-1 (see below).

[5] Note: Receptors represent noise-sensitive locations, such as a backyard or an outdoor seating area at a restaurant.

In conclusion, construction noise would be short-term and intermittent. Furthermore, the implementation of Mitigation Measure NOI-1 would follow the recommendations within the 2018 FTA Transit Noise and Vibration Assessment Manual to help achieve the City of Maywood Municipal Code construction noise limits. Therefore, impacts from construction noise would be less than significant with mitigation incorporated.

4.13.1 MITIGATION MEASURES

NOI-1 Construction Activity

Implementation of the following mitigation plan is required to reduce the potential construction period noise impacts for all grading/excavation work within 510 feet, all drainage/utilities/sub-grade work within 384 feet, and all paving work within 250 feet of residential property:

- Follow the construction time restrictions as listed in Section 5-23.11 “Exemptions,” Paragraph (c) in the City of Maywood Municipal Code as much as possible.
- Follow the construction noise mitigation measures listed in Step 5 within Section 7.1 “Construction Noise Assessment” in the FTA 2018 Transit Noise and Vibration Impact Assessment Manual document as feasible.
    - Site equipment as far away from noise-sensitive sites as possible.
    - Combine noise operations to occur in the same time period. The total noise level produced will not be substantially greater than the level produced if the operations were performed separately.
    - Avoid nighttime activities (around residential receptors as much as possible). Sensitivity to noise increases during the nighttime hours in residential neighborhoods.
    - Use specifically quieted equipment, such as properly working mufflers on all engines.
    - Develop a noise mitigation plan that will be developed later when detailed information is available to make final decisions on all specific mitigation measures. The objective of the plan will be to minimize construction noise using all reasonable (e.g., cost vs. benefit) and feasible (e.g., possible to construct) means available.
    - Post a construction site notice that includes the following information: permit number, name and phone number of the contractor, hours of construction allowed by code or any discretionary approval for the work, and City telephone numbers where violations can be reported. The notice shall be displayed in a location that is readily visible to the public.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Less Than Significant Impact)

During construction of the proposed Project, equipment such as trucks, bulldozers, and rollers may be used near sensitive residential receptors. Table 12 shows the minimum distances between the

construction equipment and the closest receptor to limit the FTA vibration threshold at which human annoyance could occur (0.10 PPV) and the threshold at which building damage could occur (0.50 PPV). Vibration levels generated from the construction equipment would be less with greater distance from the equipment.

Table 12. Estimated Vibration Levels for Construction Equipment

Type of Equipment	Minimum Distance from Equipment to Limit Human Annoyance	Threshold at which Human Annoyance Could Occur	Minimum Distance from Equipment to Limit Building Damage	Threshold at which Building Damage Could Occur
Large Bulldozer	23 feet	0.10 PPV	8 feet	0.50 PPV
Loaded Trucks	21 feet	0.10 PPV	7.5 feet	0.50 PPV
Small Bulldozer	2.5 feet	0.10 PPV	0.85 feet	0.50 PPV
Vibratory Roller	41 feet	0.10 PPV	14 feet	0.50 PPV

Source: Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual, September 2018

The piece of construction equipment planned for this Project that generates the greatest levels of vibration is a vibratory roller. If the vibratory roller is used within 41 feet of a residential property, it may generate vibration levels that are annoying to humans. If the vibratory roller is used with 14 feet of a building, it may generate vibration levels that would cause building damage. These distances are not anticipated to be realized during construction of this Project. Therefore, impacts of construction vibration would be less than significant and no mitigation measures are required.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the Project area to excessive noise levels? (No Impact)

The Project site is not within an airport land use plan and is not within two miles of a public airport. In addition, the proposed Project site is not within the vicinity of a private airstrip. Therefore, no impact would result, and no mitigation measures are required.

4.14 Population and Housing

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

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (No Impact)

The proposed Project consists of roadway and intersection improvements and enhancements within the existing street ROW. The Project site is in an area surrounded by urban development where infrastructure exists. No significant new infrastructure would be required for the proposed Project. The Project would not induce substantial population growth in the area, either directly or indirectly, beyond that already contemplated per the City's General Plan, and county and state population/housing projections. Therefore, no impact would result, and no mitigation measures are required.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No Impact)

The proposed Project does not involve elimination of any existing housing. The Project site is developed with existing roadway improvements and, the proposed Project would not displace any existing housing. Therefore, no impacts would result, and no mitigation measures are required.

4.15 Public Services

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

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

Public services are already being provided to the City and to the Project site. It is not anticipated that the proposed Project would result in substantial adverse impacts to public services, because it is already being serviced by public spaces.

i. Fire protection? (Less Than Significant Impact)

The Los Angeles County Fire Department (LACFD), County Fire Station Number 1633 provides fire protection and emergency response services for the City. Response times to the site are dependent on various factors. Response time is generally five minutes or less for most jurisdictions in Los Angeles County. Emergency calls receive the quickest response times with alarm calls and non- emergency calls having longer response times respectively. The availability of personnel and extenuating circumstances may further affect response times. The closest LACFD fire station (Fire Station No: 1633) to the site (approximately 0.5 mile) is located at 6320 Pine Avenue, Bell, CA 90201. The proposed Project includes roadway improvements that are already served by the LACFD. Due to the Project characteristics and considering that the Project is enhancing the Slauson Avenue and Atlantic Boulevard Corridor, there would not be any significant impacts relative to fire protection services and/or facilities, and no mitigation measures are required.

ii. Police protection? Less Than Significant Impact)

Law enforcement services are provided by the Los Angeles County Sheriff's Department. The Maywood/Cudahy Sub-Station is located at 4319 East Slauson Avenue, Maywood, California 90270. The East Los Angeles Station is located at 5019 East Third Street, Los Angeles, California 90022. These stations are located adjacent to (Maywood/Cudahy Sub-Station) and approximately four (4) miles from the Project site. The site is already developed with roadway improvements, and therefore, demand for police protection is not anticipated to be significantly affected as a result of the proposed Project. The proposed Project is consistent with the City's General Plan and would not substantially increase demand for police services beyond what is currently provided for the existing Project site. Therefore, less than significant impacts are anticipated, and no mitigation measures are required.

iii. Schools? (No Impact)

The Project site is located in the Los Angeles Unified School District (LAUSD). Due to the Project characteristics (roadway enhancements and improvements), the Project would not result in any increased generation of students that could impact enrollment at LAUSD schools. Therefore, the proposed Project would not result in any significant impacts to schools, and no mitigation measures are required.

iv. Parks (No Impact)

The City's General Plan Open Space Element policies do not address roadway improvements. The proposed Project would not impede public access to existing park and open space areas. Due to the nature of the proposed use (roadway enhancement and improvements), the proposed Project is not anticipated to result in any significant impacts to existing neighborhood and regional parks and recreational facilities, and no mitigation measures are required.

v. Other public facilities? (No Impact)

The Project site is already developed. The proposed Project would provide roadway and intersection improvements and enhancements. Project development would not result in any significant impact to public facilities. Public facilities already occur adjacent to the Project area, such as existing recreational areas, public transportation, utilities, and public services. Therefore, no significant impacts relative to other public facilities would result, and no mitigation measures are required.

4.16 Recreation

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

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (No Impact)

The Project itself would not generate residents (or increase the population), and therefore, create a resulting demand for parks and recreational facilities. The Project proposes roadway and intersection enhancements and improvements to the existing Slauson Avenue and Atlantic Boulevard Corridor. The proposed Project would not result in any potential significant increases in demand for the use of existing recreation facilities. Therefore, no impacts would result, and no mitigation measures are required.

b) Does the project include recreational facilities or require the construction of or expansion of recreational facilities which might have an adverse physical effect on the environment? (No Impact)

The proposed Project entails roadway and intersection enhancements and improvements to the existing Slauson Avenue and Atlantic Boulevard Corridor. It does not include the construction or expansion of recreational facilities and would not result in use by visitors or residents that would result in adverse physical effects on the environment. Therefore, the proposed Project would result in no impacts, and no mitigation measures are required.

4.17 Transportation

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

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

The proposed Project is one of the mitigations identified in Metro's I-710 (CRP). The Project would improve circulation to the intersection by adding a second left turn lane on eastbound Slauson Avenue and northbound Atlantic Boulevard and other improvements, including upgraded traffic signals and traffic signal synchronization at nine intersections along the Slauson Avenue Corridor between Atlantic Boulevard and Maywood Avenue (see Section 3.0, Project Characteristics). These improvements are also consistent with the City General Plan, Circulation Element. Therefore, impacts would be less than significant, and no mitigation is required.

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? (No Impact)

The Project is intended to improve the operation of the Slauson Avenue and Atlantic Boulevard intersection, relieve congestion during both a.m. and p.m. peak hours, and to alleviate existing queuing conditions to accommodate projected traffic in the area through Build-out (2035). Construction and operational-related activities would be focused on the Slauson Avenue/Atlantic Boulevard intersection, while the remainder of activities would be associated with traffic signals and synchronization along the Project corridor. Given these proposed improvements and enhancements, per CEQA Guidelines Section 15064.3 subdivision (b)(2), projects that do not increase vehicle miles traveled (VMT) should be presumed to cause a less than significant impact. Guidance provided by the Governor's Office of Planning and Research (OPR) states that transportation projects should be analyzed on the basis of VMT increases from induced travel, but that "rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets," including "assets that serve bicycle and pedestrian facilities," which do not add additional motor vehicle capacity, generally do not

require an induced travel analysis.[6] The OPR guidance further states that "active transportation projects generally reduce VMT and therefore are presumed to cause a less than significant impact on transportation." Since the Project consists of improvements and enhancement to an existing roadway corridor, and is not expected to induce additional vehicle trips, it is presumed the Project would have no impact relative to CEQA Guidelines Section 15064.3 subdivision (b), and no mitigation measures are required.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (No Impact)

The proposed Project proposes roadway and intersection enhancements and improvements to the existing Slauson Avenue and Atlantic Boulevard Corridor. The proposed Project would be constructed in accordance with all applicable design guidelines and City codes; therefore, the proposed Project would not substantially increase hazards due to a geometric design feature. The proposed Project would include the reconstruction of a portion of an existing driveway located at 4501 Slauson Avenue. The driveway would be reconstructed to meet City requirements. The Project, as proposed, would not result in any impacts relative to design features or incompatible uses, and no mitigation measures are required.

d) Would the project result in inadequate emergency access? (Less Than Significant Impact)

The proposed Project does not result in any type of development or action that would result in inadequate emergency access. The proposed Project proposes roadway and intersection enhancements and improvements to the existing Slauson Avenue and Atlantic Boulevard Corridor. A review of the City's General Plan Circulation Element does not identify either Slauson Avenue or Atlantic Boulevard as designated evacuation route and as such, would not affect emergency access. In addition, a TMP would be implemented during construction to ensure access along these roadways is maintained. Therefore, the proposed Project would result in less than significant impacts to emergency access, and no mitigation measures are required.

[6] Technical Advisory on Evaluating Transportation Impacts in CEQA, Governor's Office of Planning and Research, State of California, December 2018.

4.18 Tribal Cultural Resources

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

AB 52, which became law on January 1, 2015, provides for consultation with California Native American Tribes during the CEQA environmental review process, and equates significant impacts to “tribal cultural resources” with significant environmental impacts.

The purpose of consultation is to inform the lead agency in its identification and determination of the significance of tribal cultural resources. If a project is determined to result in a significant impact on an identified tribal cultural resource, the consultation process must occur and conclude prior to adoption of a Negative Declaration or MND, or certification of an Environmental Impact Report (PRC Sections 21080.3.1, 21080.3.2, 21082.3).

4.18.1 TRIBAL OUTREACH

The NAHC in West Sacramento was contacted to review its Sacred Lands File to identify registered, Native American sacred sites in or near the Project site. On September 8, 2023, Andrew Green, NAHC Cultural Resources Analyst, stated in a letter “The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.”

Included with the NAHC’s response was a list of Native American Tribes that are traditionally and culturally affiliated with the geographic area of the Project. The City used this list to conduct outreach with seven Tribes.

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, that is:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or (Less than Significant with Mitigation Incorporated)

A review of the California Historical Resources Information System database did not identify recorded tribal cultural resources. However, the NAHC noted that the records search was considered "negative" for Native American and tribal cultural resources.

As part of its AB 52 consultation requirements, on October 19, 2023, the City sent out letters via certified mail to eleven tribal representatives identified by the NAHC making them aware of the proposed Project. The City provided the Tribes 30 days in which to request consultation on the Project's potential impacts to tribal cultural resources. The following Tribes were contacted:

- Gabrieleño Band of Mission Indians - Kizh Nation
- Gabrieleño / Tongva San Gabriel Band of Mission Indians
- Gabrieleño / Tongva Nation
- Gabrieleño / Tongva Indians of California Tribal Council
- Gabrieleño / Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseño Indians

Of the Tribes contacted by the City, one Tribe (Gabrieleño Band of Miss–on Indians - Kizh Nation) has requested consultation. This consultation occurred on January 30, 2024, via e-mail, in lieu of in-person, per the Tribe's request. In its e-mail consultation, the Tribe provided the City with information and documentation relative to the Tribe's ancestral connection with the area and affirmed they are the lineal descendants to the villages within and around the area of the proposed Project. The Tribe also noted that subsurface activities could have the potential to affect Tribal Cultural Resources (TCR) and indicated that this has been the case for past activities in the area. The Tribe also provided the City with historical resources attesting to the sensitivity of the area, its cultural significance and the high amount of pre-historic human activity that occurred there. The Tribe also noted that TCR objects are found in both disturbed and undisturbed soils. Therefore, documentation containing information related to whether the "original" soils are present on-site is an important consideration in their analysis of TCRs. As such, in the absence of documentation or if it is known that the original soils are still present within the project footprint, the creation of protective measures are required. The Tribe provided the City with recommended mitigation measures and which are noted below. With the implementation of the mitigation measures noted below (TCR-1, TCR-2, and TCR-3), impacts would be less than significant with mitigation incorporated.

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

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

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

C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

TCR-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

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

E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision © of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe. (Less than Significant with Mitigation Incorporated)

See response 3.18, a above. As discussed above, there would be a less than significant impact with the implementation of mitigation measures TCR-1, TCR-2, and TCR-3 in this regard, as there is substantial evidence of the existence of tribal cultural resources in the Project area.

4.19 Utilities and Service Systems

XIX. UTILITIES AND SERVICE SYSTEMS — Would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	

XIX. UTILITIES AND SERVICE SYSTEMS — Would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (No Impact)

The proposed Project entails improvement and enhancements to the Slauson Avenue and Atlantic Boulevard Corridor but does not include the construction or residential or commercial uses, thereby requiring the construction or expansion of water, wastewater treatment, electric power, natural gas or communication facilities to serve these uses. The proposed Project would require the relocation of a number of utilities currently located within the roadway ROW. However, these would be undertaken with the corresponding owners of these utilities in advance to reduce the potential for impacts to local residences and commercial uses. Therefore, no impacts would result, and no mitigation measures are required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? (Less Than Significant Impact)

The proposed Project entails roadway and intersection improvements along an existing transportation corridor and does not include the construction or residential or commercial uses, thereby requiring substantial water supplies. Landscaping would be reinstalled but would not utilize large quantities of water since much of this would either utilize a City-approved drought-tolerant plants palette, combined with a low-flow drip and/or spray irrigation system. The proposed landscaping would be comprised of drought-tolerant species, thereby reducing the amount of water required, compared to existing conditions. Therefore, impacts would be less than significant impact, and no mitigation measures are required.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (No Impact)

The proposed Project entails roadway and intersection improvements along an existing transportation corridor and does not include the construction or residential or commercial uses, and as such, would not generate wastewater. Therefore, no impact would occur, and no mitigation measures are required.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (Less Than Significant Impact)

During construction, the proposed Project would generate solid waste associated with roadway improvements and landscaping modifications. There are also additional construction-related materials that would generate solid waste. The amount of waste generated during construction would be minor and would not be beyond the capacity of local landfills. In addition, the proposed Project would be required to adhere to local and state construction-related debris recycling and waste diversion and disposal requirements as part of permit approvals. These requirements would assist in reducing the amount of construction-related solid waste being transported to area landfills. Therefore, impacts would be less than significant impact, and no mitigation measures are required.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (No Impact)

See response 14.9, d) above. The Project would comply with all federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, no impact would result, and no mitigation measures are required.

4.20 Wildfire

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

XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	**Potentially Significant Impact**	**Less than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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?				X

a) Substantially impair an adopted emergency response plan or emergency evacuation plan? (No Impact)

The proposed Project is not located in a designated high fire hazard zone. Therefore, no impacts would result, and no mitigation measures are required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (No Impact)

Refer to response (a) above. Therefore, no impacts would result, and no mitigation measures are required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (No Impact)

Refer to response (a) above. Therefore, no impacts would result, and no mitigation measures are required.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (No Impact)

Refer to response (a) above. Therefore, no impacts would result, and no mitigation measures are required.

4.21 Mandatory Findings of Significance

XXI. MANDATORY FINDINGS OF SIGNIFICANCE	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?		X		
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)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause 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, reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Less Than Significant with Mitigation Incorporated)

The analysis contained within Section 4.4, Biological Resources, indicated that no special-status wildlife species were observed during the August 2023 field survey. It also noted that these species were not likely to occur in the Project site. However, the analysis did note that because of the mobility of avian species, some species may occur as transients within the Project site and could be affected during both construction and operation of the proposed Project. As such, Mitigation Measures BIO-1 through BIO-3 were identified to address these potentially significant impacts and with their implementation, would reduce impacts to less than significant. The analysis contained in Section 4.4, Cultural Resources, indicated that there are no recorded archaeological historical resources in the Project corridor, although the potential to encounter buried archaeological deposits during construction cannot be ruled out and as such, a mitigation measure is required. Given this, Mitigation Measure CUL-1 was identified and once implemented, will reduce impacts to less than significant. Section 4.7, Geology and Soils, indicated that one geological unit contained in the Project area has a low-to-high paleontological potential, increasing

with depth. Further, the transition from low-to-high sensitivity is estimated to occur at depths of approximately 10 feet below ground surface, based upon documented fossil discoveries in the vicinity. Because the proposed Project will require some soil disturbance, impacts to potential paleontological resources is considered potentially significant. However, with the implementation of Mitigation Measures GEO-1, GEO-2, and GEO-3, these impacts would be reduced to less than significant levels. Section 4.13, Noise, indicates that construction noise would be short-term and intermittent. Furthermore, the implementation of Mitigation Measure NOI-1 would follow the recommendations within the 2018 FTA Transit Noise and Vibration Assessment Manual to help achieve the City of Maywood Municipal Code construction noise limits. Therefore, impacts from construction noise would be less than significant with mitigation incorporated. Section 4.18, Tribal Cultural Resources, indicated that information received from the NAHC related to the SLF research determined that the results were negative. However, the NAHC did recommend that the local Tribes be contacted by the City to determine if known tribal cultural resources may present along the roadway corridor. The City has contacted the Tribes and only the Gabrieleño Band of Mission Indians - Kizh Nation has contacted the City to date. As summarized in Section 4.18, the Tribe affirmed they are the lineal descendants to the villages within and around the area of the proposed Project and noted that subsurface activities could have the potential to affect Tribal Cultural Resources and as such, mitigation measures TCR-1, TCR-2, and TCR-3 were recommended and accepted by the City. With the implementation of these mitigation measures, impacts to Tribal Cultural Resources would be less than significant. Based upon the information noted above and within the IS/MND, the proposed Project would result in less than significant with mitigation incorporated.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals? (Less Than Significant Impact)

The proposed Project would not increase environmental impacts after mitigation measures are incorporated, the incremental contribution to cumulative impacts would be anticipated as less than significant. The Project is one of the mitigations identified in Metro's I-710 CRP. The Project would improve circulation by adding a second left turn lane on eastbound Slauson Avenue and northbound Atlantic Boulevard and other improvements along Slauson Avenue. As noted in the analysis contained in the IS/MND, the proposed Project would not increase VMT and would also result in a more efficient roadway system along the Slauson Avenue and Atlantic Boulevard Corridor, thereby assisting in the reduction of queuing and traffic delays within this portion of the City. Therefore, the proposed Project would result in less than significant impacts and no mitigation measures are required beyond those already identified in the IS/MND.

c) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Less Than Significant Impact)

A significant impact may occur if the Project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. When considering the proposed Project in combination with other past, present, and reasonably foreseeable future projects in the vicinity of the Project site, the proposed Project does not have the potential to cause impacts that are cumulatively considerable. As discussed in Sections 4.1 through 4.20 of this IS/MND, no environmental effects were identified as having any potentially significant impacts after mitigation measures were incorporated. As such, no environmental factors or effects were found to cause a substantial adverse effect on human beings, either directly or indirectly. Therefore, impacts would be less than significant, and no mitigation measures are required beyond those already identified in the IS/MND.

5.0 List of Preparers

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