INITIAL STUDY

DEL AMO BOULEVARD BRIDGE REPLACEMENT AND SIGNAL ENHANCEMENT PROJECT CERRITOS, CALIFORNIA



JULY 2023

This page intentionally left blank

TABLE OF CONTENTS

INITIAL STUDY 1

PROJECT INFORMATION 1

1. Project Name 1
2. Project No. 1
3. Lead Agency 1
4. Project Applicant 1
5. Lead Agency Contact Person 1
6. Project Location 1
7. General Plan Land Use Designation 1
8. Zoning 3
9. Project Objectives 3
10. Project Description 3
11. Environmental Setting/Surrounding Land Uses 12
12. Other Required Agency Approvals 14
13. California Native American Tribes Consultation 14
14. Previous Environmental Documentation 15
15. Summary Of Environmental Factors Potentially Affected 15
16. Preparation 15
17. Determination 15
18. Environmental Determination 16

EVALUATION OF ENVIRONMENTAL IMPACTS 17

I. Aesthetics 19
II. Agricultural and Forestry Resources* 21
III. Air Quality 23
IV. Biological Resources 27
V. Cultural Resources 40
VI. Energy 42
VII. Geology and Soils 44
VIII. Greenhouse Gas Emissions 49
IX. Hazards and Hazardous Materials 51
X. Hydrology and Water Quality 56
XI. Land Use and Planning 66
XII. Mineral Resources 70
XIII. Noise 71
XIV. Population and Housing 92
XV. Public Services 94
XVI. Recreation 97
XVII. Transportation 98
XVIII. Tribal Cultural Resources 102
XIX. Utilities and Service Systems 106
XX. Wildfire 109
XXI. Mandatory Findings of Significance 110
XXII. References 112
XXIII. List of Preparers and Persons Consulted 117

FIGURES

Figure 1: Project Location 2
Figure 2: Existing Conditions 5
Figure 3: Proposed Project Features 6
Figure 4: Existing Land Uses 13
Figure 5: Vegetation and Jurisdictional Impacts 33
Figure 6: LID Exhibit 62
Figure 7: Monitoring and Modeled Receptor Locations 79

TABLES

Table A: Attainment Status of Criteria Pollutants in the South Coast Air Basin 24
Table B: Maximum Project Construction Emissions 25
Table C: Anticipated Maximum Excavation Depths for Components of the Del Amo Boulevard Bridge Replacement and Signal Enhancement Project 47
Table D: Regional Plans and Policies Related to Greenhouse Gases 50
Table E: Proposed Conditions Peak Flow Rates 63
Table F: Project Consistency with Applicable Goals and Policies 67
Table G: Typical Construction Equipment Noise Levels 72
Table H: Vehicle Distribution and Vehicle Speed 74
Table I: Short-Term Ambient Noise Monitoring Results 76
Table J: Predicted Traffic Noise 85
Table K: Construction Vibration Equipment 89
Table L: Construction Vibration Levels 90
Table M: Population Estimates Based on RHNA Estimates 92

APPENDICES

Appendix A: Concept Plans
Appendix B: NOA and Distribution List
Appendix C: Mitigation Monitoring and Reporting Program
Appendix D: Technical Studies
Appendix E: Response to Comments

Initial Study

PROJECT INFORMATION

1. **PROJECT NAME:** Del Amo Boulevard Bridge Replacement and Signal Enhancement Project

2. **PROJECT NO.:** City Project No. 13715

3. **LEAD AGENCY:**
   City of Cerritos
   18125 Bloomfield Avenue
   Cerritos, CA 90703

4. **PROJECT APPLICANT:**
   City of Cerritos
   18125 Bloomfield Avenue
   Cerritos, CA 90703

5. **LEAD AGENCY CONTACT PERSON:**
   Dario Simoes, P.E.
   Deputy Director of Public Works/City Engineer
   (562) 916-1219
   dsimoes@cerritos.us

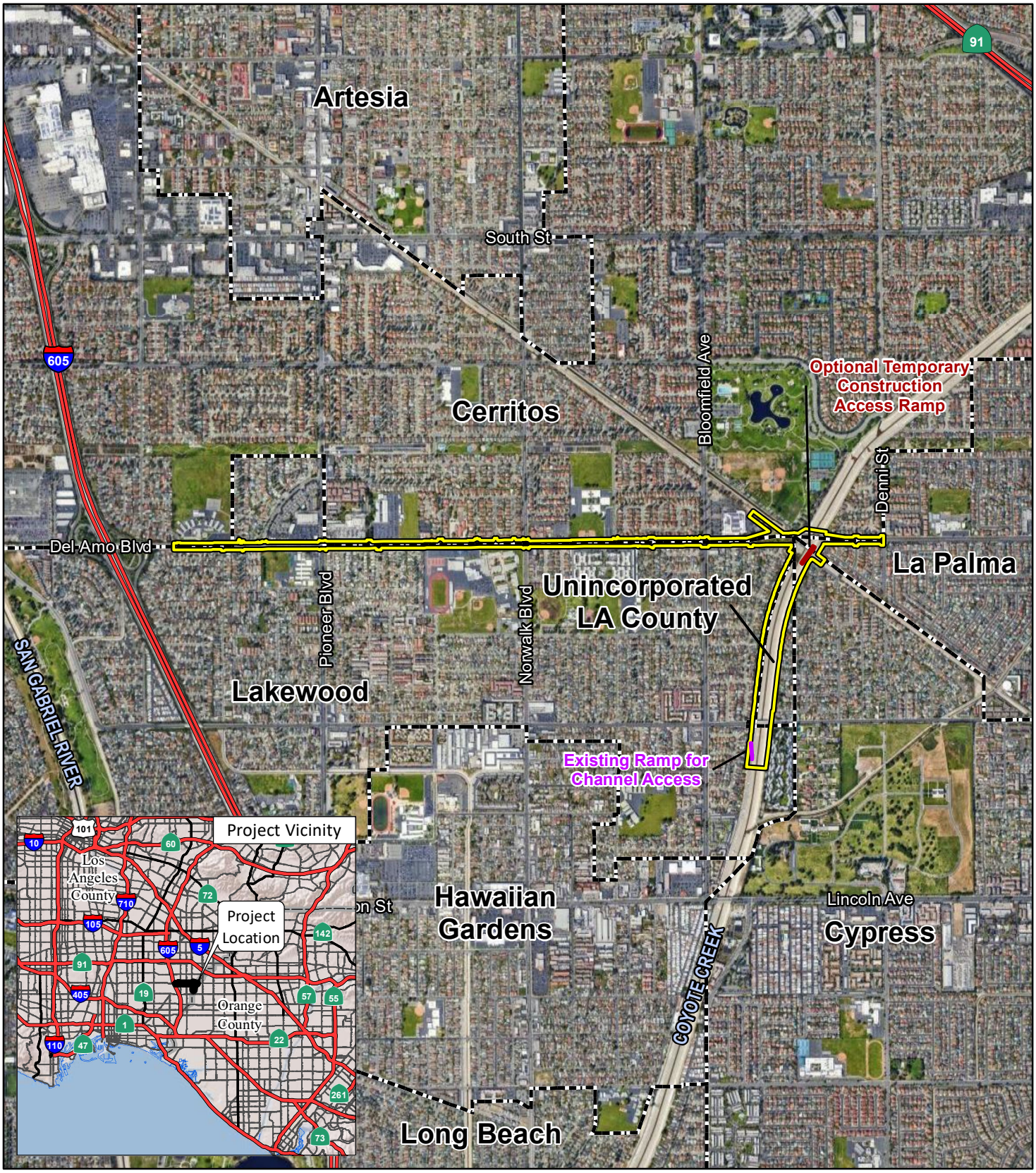
6. **PROJECT LOCATION**:
   The Del Amo Boulevard Bridge Replacement and Signal Enhancement Project (proposed Project) is located along an approximately 2-mile-long portion of Del Amo Boulevard from Interstate 605 (I-605) on the west to Denni Street on the east in the Cities of Cerritos, Lakewood, Cypress, and La Palma (see Figure 1, Project Location). Del Amo Boulevard is currently two lanes in each direction with sidewalks on both sides of the roadway, from I-605 to Winkler Avenue. The roadway narrows over the Coyote Creek Channel to one lane in each direction from Winkler Avenue to just west of Bluebird Lane, with no sidewalk along the south side of Del Amo Boulevard. The roadway returns to four lanes, two in each direction, from Bluebird Lane to Denni Street in the City of La Palma.

   The western limit of the proposed Project is I-605 within the City of Cerritos, and the eastern limit of the proposed Project area is Denni Street within the City of La Palma. The proposed Project also includes Del Amo Boulevard within the City of Lakewood, although most of the proposed Project is located within the City of Cerritos. For the majority of the proposed Project limits, the roadway is named Del Amo Boulevard. Within the City of La Palma, Del Amo Boulevard is named La Palma Avenue. The boundary between Cerritos and La Palma is located at Denni Street. Figure 1 shows the proposed Project limits as well as the respective city boundaries.

7. **GENERAL PLAN LAND USE DESIGNATION**:
   Within the proposed Project area, Del Amo Boulevard is designated as a major four-lane arterial in the City of Cerritos General Plan Circulation Element.[1] Within the City of Lakewood, Del Amo Boulevard is classified as a Major Arterial.[2] La Palma Avenue is designated as a primary arterial by the City of La Palma General Plan Circulation Element.

[1] City of Cerritos General Plan. 2014. Circulation Element. Website: http://www.cerritos.us/GOVERNMENT/_pdfs/Chapter04.Circulation.pdf (accessed July 22, 2021).

[2] City of Lakewood. 1996. Comprehensive General Plan. Circulation Element.



LSA

LEGEND

- Project Location
- Existing Ramp for Channel Access
- Optional Temporary Construction Access Ramp
- City Boundary

N

0 1000 2000
FEET

FIGURE 1

Del Amo Boulevard Bridge Relocation and Signal Enhancement Project

Project Location

SOURCE: Google (2021)

I:\KHA2001\GIS\MXD\ProjLocation_Aerial.mxd (6/7/2022)

These roadway classifications identify a 100-foot (ft) right-of-way and two lanes in each direction. This includes sidewalks, Class II bike lanes, on-street parking (where current parking is present and permitted), a raised median and two lanes in each direction. Del Amo Boulevard is not included in the Circulation Element of the City of Cypress General Plan.

8. ZONING:

The surrounding zoning along the portions of Del Amo Boulevard within the cities of Cerritos, Lakewood, Cypress, and La Palma consist of the following:

- City of Cerritos[3]
  - RS-5000 and RS-6500 (Single Family Residential)
  - OS (Open Space)
  - CN (Neighborhood Commercial)
- City of Lakewood[4]
  - R-1 (Single Family Residential)
  - C-3 (Intermediate Commercial)
  - O-S (Open Space Land)
  - MFR (Multi-Family Residential)
  - C-4 (General Commercial)
  - C-1 (Neighborhood Commercial)
  - A (Agriculture)
- City of Cypress
  - Low Density Residential
  - Flood Control Facilities
- City of La Palma[5]
  - R-1 (Single-Family)
  - P/I (Public/Institutional)

9. PROJECT OBJECTIVES:

The objective of the proposed Project is to improve operational efficiency along Del Amo Boulevard from I-605 to Denni Street by implementing traffic signal synchronization and bicycle and pedestrian enhancements, as well as roadway enhancements to straighten the alignment of the road over Coyote Creek Channel and complete the roadway section providing two lanes of travel in each direction.

10. PROJECT DESCRIPTION:

Del Amo Boulevard serves as an important east-west major arterial running along the southern border of Cerritos, connecting residents and commuters to I-605, the regional San Gabriel River Trail (a 38-mile multi-use trail stretching from Azusa in the north to Seal Beach in the south), and Coyote Creek Bike Trail (a 12-mile bikeway ending in Long Beach). These trails connect users to a variety of local and regional destinations throughout Los Angeles County and Orange County including the Don

[3] City of Cerritos. 2020. Zoning Map. Website: http://www.cerritos.us/BUSINESSES/_pdfs/zoning_map.pdf (accessed: July 22, 2021).

[4] City of Lakewood. 2011. City of Lakewood Zoning Designations. Website: https://www.lakewoodcity.org/files/assets/public/about/documents/zoning-map.pdf (accessed: April 4, 2022)

[5] City of La Palma. 2015. City of La Palma Zoning Map. Website: https://www.cityoflapalma.org/DocumentCenter/View/5366/Adopted-GPZoningMapMay2015?bidId= (accessed: April 11, 2022).

Knabe Community Regional Park in Cerritos. Del Amo Boulevard also intersects major/minor arterials such as Pioneer Boulevard, Norwalk Boulevard, and Bloomfield Avenue.

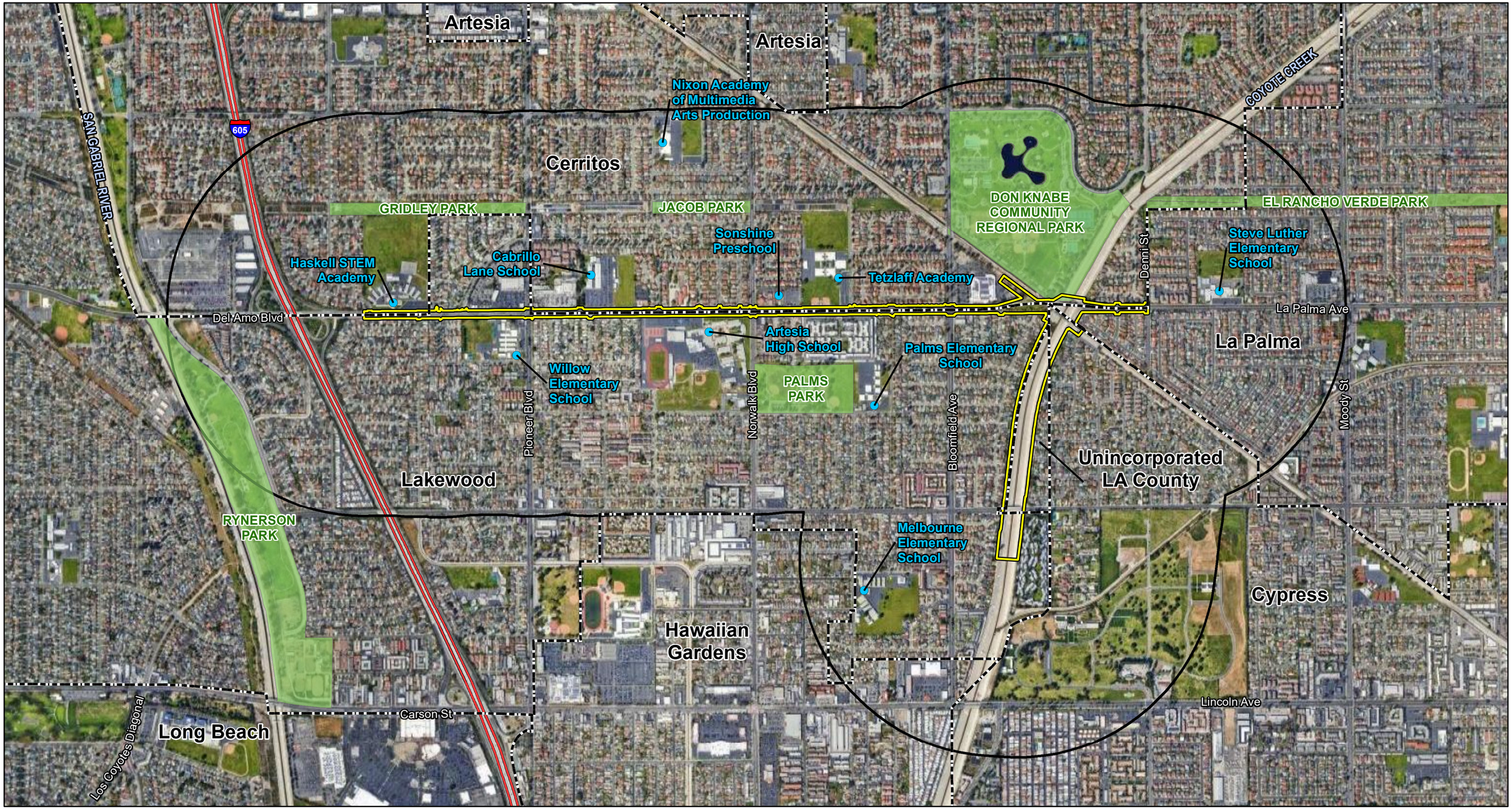
The Del Amo Boulevard Bridge Replacement and Signal Enhancement project would improve mobility and traffic safety for local communities, residents, and users of this regional corridor shared by multiple jurisdictions. The proposed Project would enhance traffic circulation and improve traffic, bicycle, and pedestrian safety. It would also provide multimodal accessibility along the Del Amo Boulevard corridor which is a vital gateway for the Cities of Cerritos, Lakewood, Cypress, and La Palma. The existing infrastructure is missing segments of Class II bike lanes and sidewalks and has inadequate crossing facilities for children to safely walk/bike to and from school. The proposed Project provides greater connectivity and addresses a deficiency in the active transportation network in Cerritos, Lakewood, and La Palma. Del Amo Boulevard currently suffers from incomplete bicycle and pedestrian facilities.

The City of Cerritos (City), in cooperation with the Cities of Lakewood, La Palma, and Cypress, is proposing roadway improvements along Del Amo Boulevard from the I-605 freeway to Denni Street. The proposed Project would construct approximately 2 miles of improvements along Del Amo Boulevard that include construction of a new bridge across Coyote Creek, removal of the abandoned railroad bridge over Coyote Creek, widening and realigning of the roadway east of Coyote Creek to provide two lanes in each direction over Coyote Creek, traffic signal synchronization, traffic calming, and bicycle and pedestrian enhancements. Figure 2 shows the existing conditions on the proposed Project area, and Figure 3 shows the proposed Project features. These features include temporary construction easements in the adjacent properties along the residential homes south of Del Amo Boulevard between Winkler Avenue and Bluebird Lane and in the surrounding vicinity of the Del Amo Boulevard Bridge. Concept plans can be found in Appendix A.

Bicycle and Pedestrian Facilities: The proposed Project improvements include installation of sidewalk, a High Intensity Activated Crosswalk (HAWK) signal, and high visibility crosswalks and signage. Traffic signals would be upgraded for timing/phasing improvements. The proposed Project would install Class II bike lanes on the south side of Del Amo Boulevard from Bloomfield Avenue to Denni Street at the eastern City limit and on the north side of Del Amo Boulevard from Winkler Avenue to Denni Street.

> **HAWK Signal:** The proposed Project would install a new HAWK signal with accompanying high visibility crosswalks, California Manual on Uniform Traffic Control Devices (CAMUTCD) regulated signs, and markings at the Del Amo Boulevard/Claretta Avenue intersection. This is currently an uncontrolled intersection (stop sign only without a traffic signal) near schools and commercial centers. The HAWK signal improvements would include an electrical control cabinet planned for the northwest corner of the Del Amo Boulevard/Claretta Avenue intersection. Installing a HAWK signal at this location would alert drivers to the presence of pedestrians wanting to cross and would force them to stop and yield to pedestrians before proceeding after all crossing activities are complete. HAWK signals assign right-of-way and provide positive stop control at previously uncontrolled locations. With new pedestrian signals and crosswalks, the proposed Project provides enhanced protection for people crossing Del Amo Boulevard at this location.

Bridge, Roadway, and Intersection Improvements: The proposed Project would also upgrade signal hardware, install pedestrian countdown signal heads, implement leading pedestrian interval (LPI), and install loop detection, signs, and striping at five signalized intersections (Mapes Avenue, Roseton Avenue, Pioneer Boulevard, Norwalk Boulevard, and Bloomfield Avenue).



LSA

LEGEND

- Project Location
- Community Impacts Study Area
- City Boundary

Community Facilities

- School
- Parks

0 625 1250
FEET

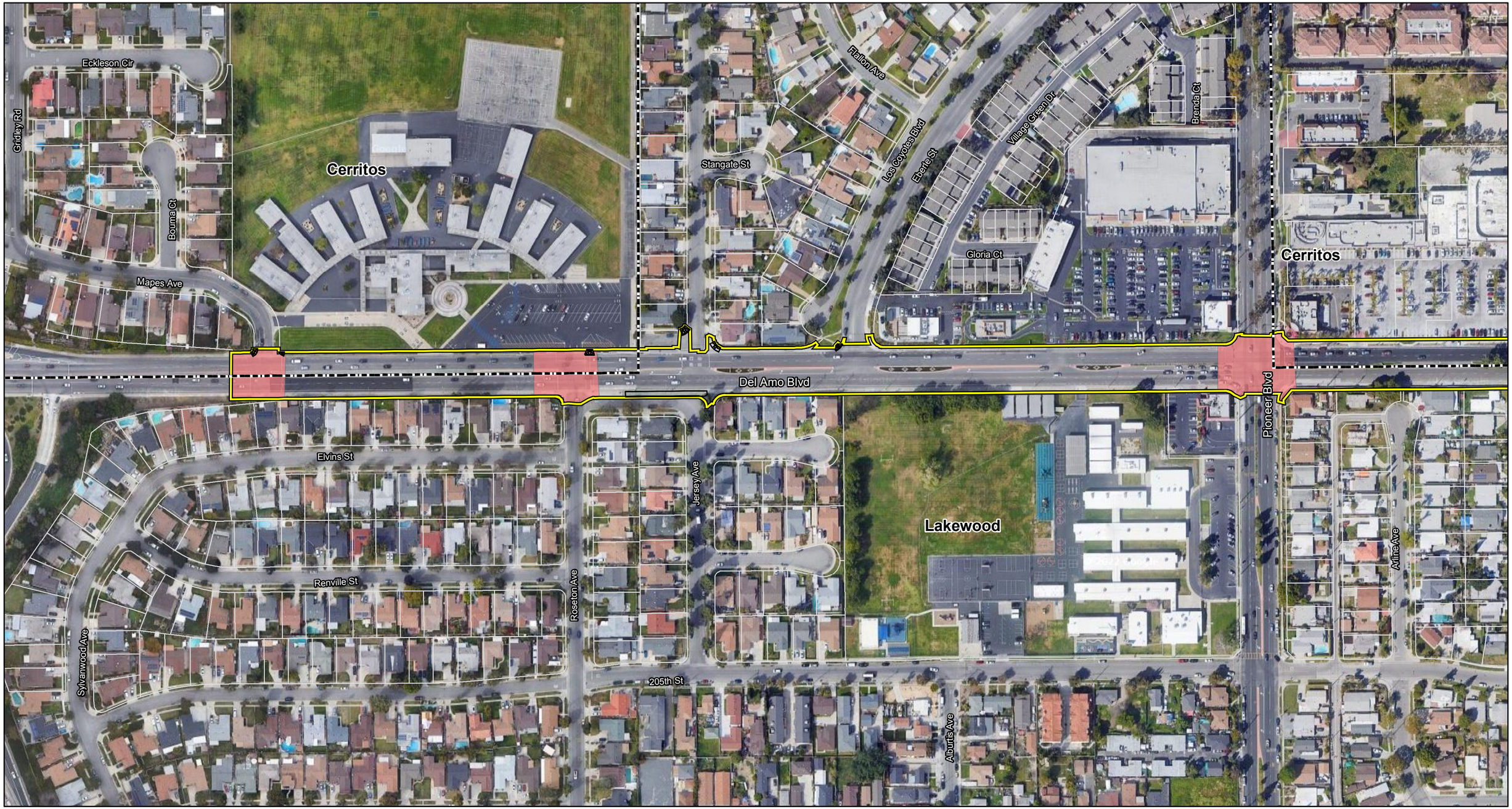
SOURCE: Google (2021); GNIS (2017)

I:\KHA2001\GIS\MXD\ISMND\ExistingConditions.mxd (6/7/2022)

FIGURE 2

Del Amo Bridge/Signal Enhancement Project

Existing Conditions



LSA

LEGEND

- Project Area
- City Boundary
- Right-of-Way and Parcel Boundaries
- Proposed Bridge
- Staging Area
- Existing Ramp for Channel Access
- Optional Temporary Construction Access Ramp
- Proposed Landscaping
- Signal Enhancement
- Signal Enhancement - Hawk Signal

Temporary Construction Easements

- LACFCD
- LACMTA
- OCTA
- Private Ownership

0 100 200
FEET

SOURCE: Google Maps (2021); Kimley-Horn (02/2022)

I:\KHA2001\GIS\MXD\ISMND\Engineering_Details_ISMND.mxd (4/15/2022)

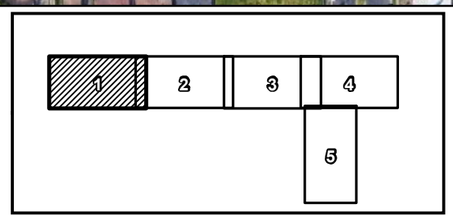
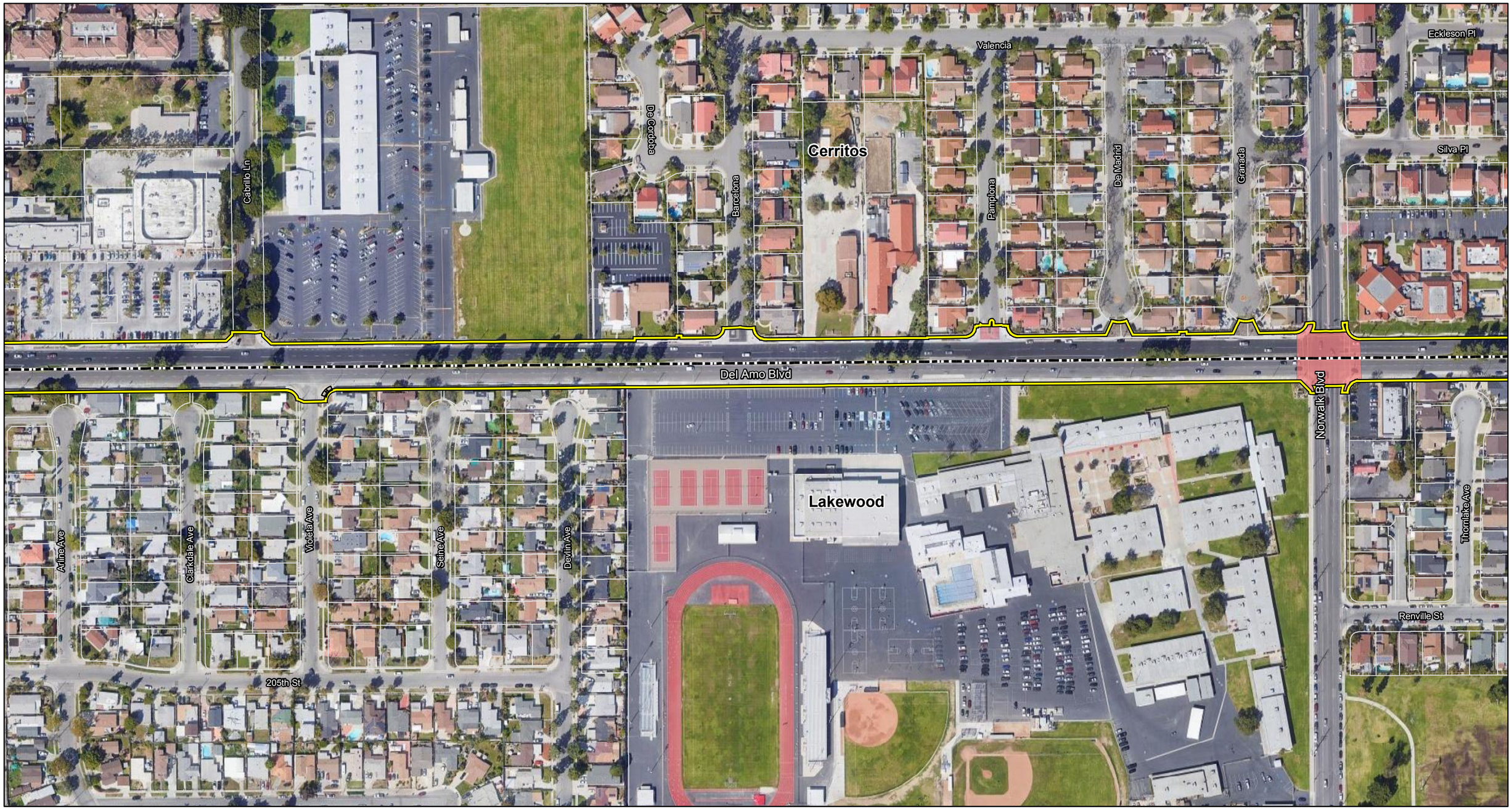


FIGURE 3
Sheet 1 of 5

Del Amo Bridge Replacement and Signal Enhancement Project

Proposed Project Features



LSA

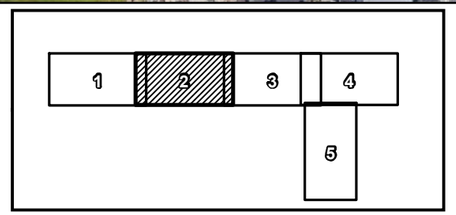
LEGEND

- Project Area
- City Boundary
- Right-of-Way and Parcel Boundaries
- Proposed Bridge
- Staging Area
- Existing Ramp for Channel Access
- Optional Temporary Construction Access Ramp
- Proposed Landscaping
- Signal Enhancement
- Signal Enhancement - Hawk Signal

Temporary Construction Easements

- LACFCD
- LACMTA
- OCTA
- Private Ownership

0 100 200
FEET



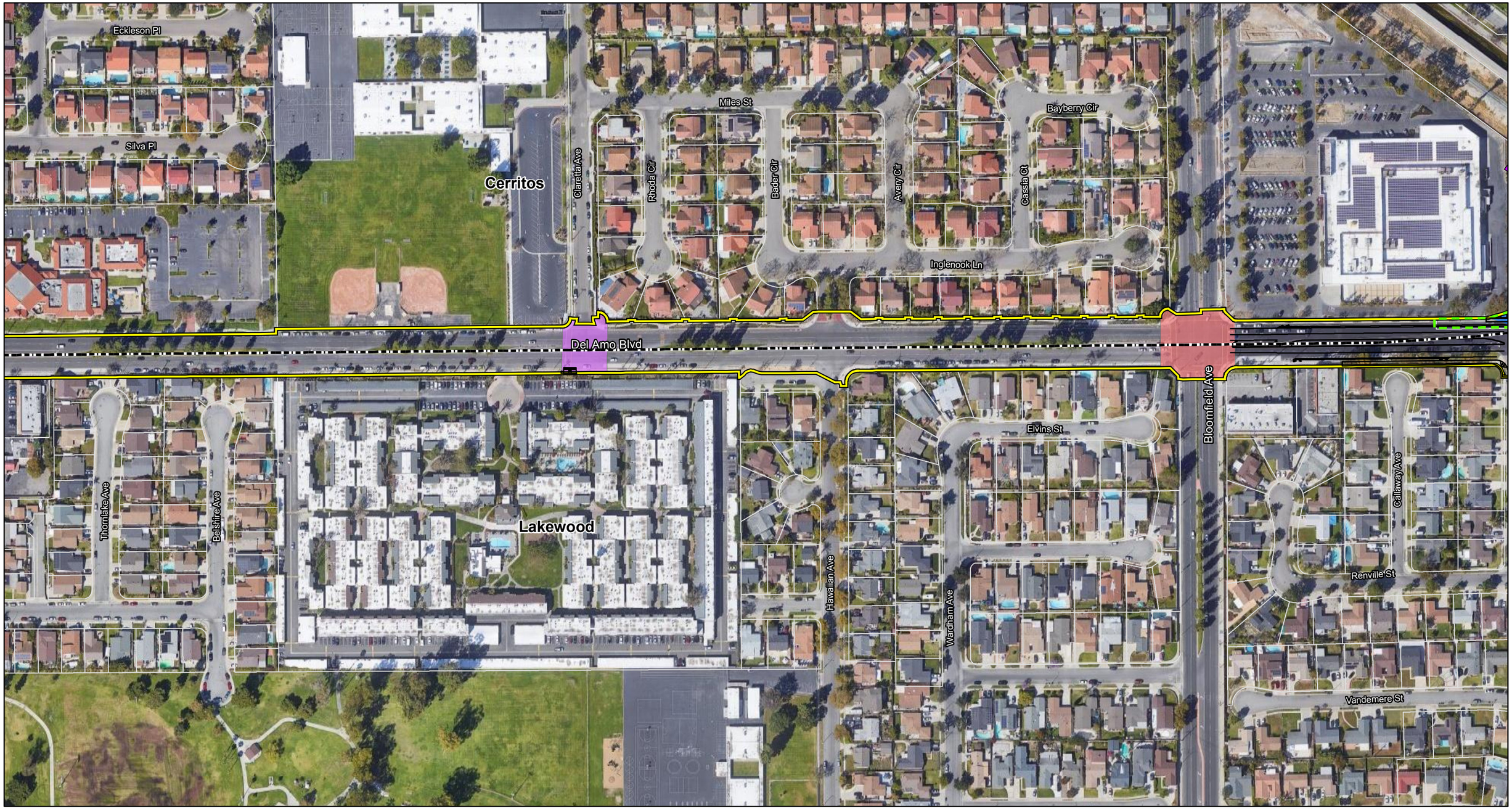
SOURCE: Google Maps (2021); Kimley-Horn (02/2022)

I:\KHA2001\GIS\MXD\ISMND\Engineering_Details_ISMND.mxd (4/15/2022)

FIGURE 3
Sheet 2 of 5

Del Amo Bridge Replacement and Signal Enhancement Project

Proposed Project Features



LSA

LEGEND

- Project Area
- City Boundary
- Right-of-Way and Parcel Boundaries
- Proposed Bridge
- Staging Area
- Existing Ramp for Channel Access
- Optional Temporary Construction Access Ramp
- Proposed Landscaping
- Signal Enhancement
- Signal Enhancement - Hawk Signal

Temporary Construction Easements

- LACFCD
- LACMTA
- OCTA
- Private Ownership

0 100 200
FEET

SOURCE: Google Maps (2021); Kimley-Horn (02/2022)

I:\KHA2001\GIS\MXD\ISMND\Engineering_Details_ISMND.mxd (4/15/2022)

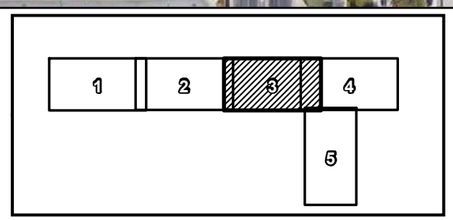
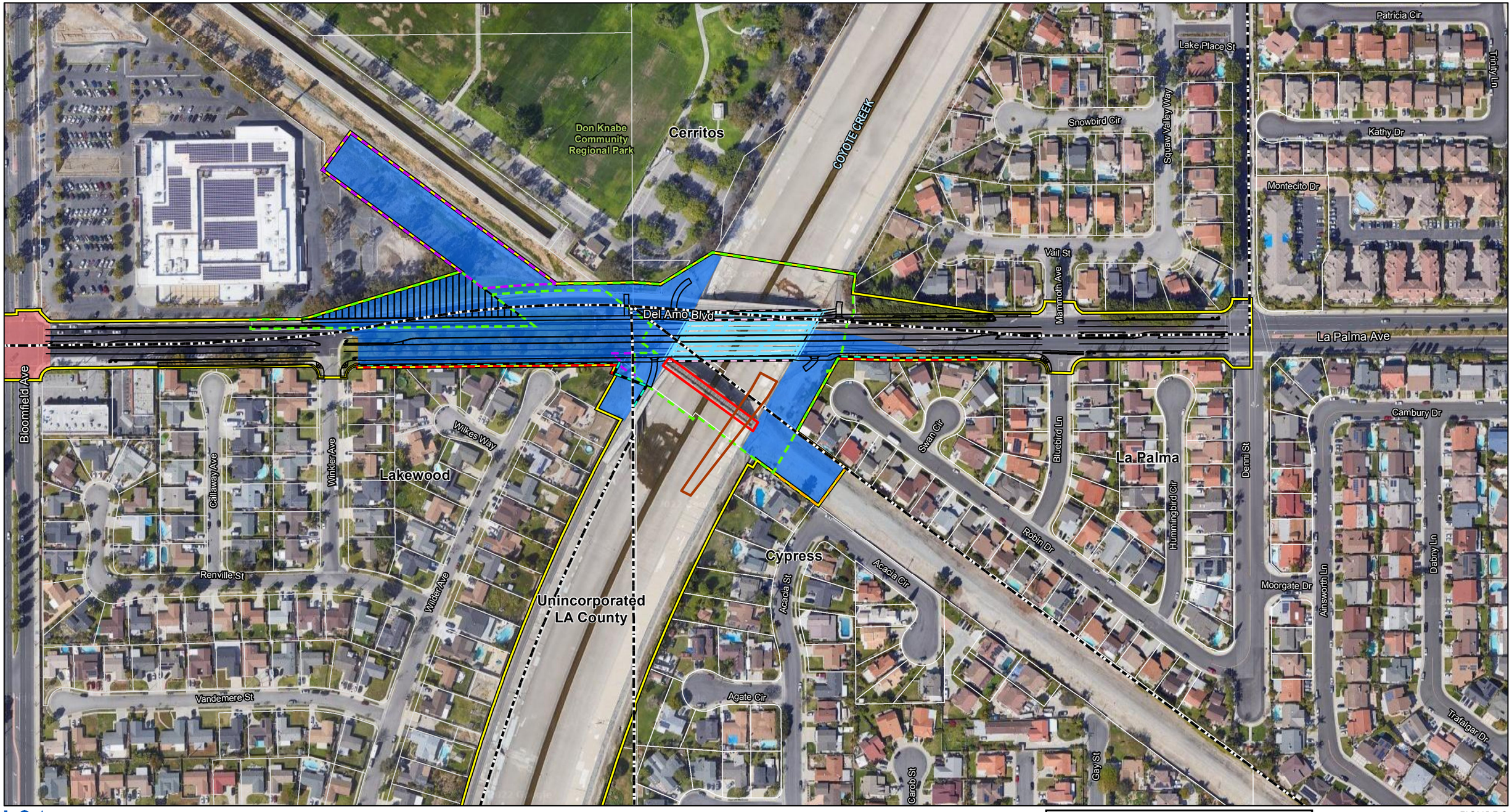


FIGURE 3
Sheet 3 of 5

Del Amo Bridge Replacement and Signal Enhancement Project

Proposed Project Features



LSA

LEGEND

- Project Area
- City Boundary
- Right-of-Way and Parcel Boundaries
- Proposed Bridge
- Staging Area
- Existing Ramp for Channel Access
- Optional Temporary Construction Access Ramp
- Proposed Landscaping
- Signal Enhancement
- Signal Enhancement - Hawk Signal

Temporary Construction Easements

- LACFCD
- LACMTA
- OCTA
- Private Ownership

0 100 200
FEET

SOURCE: Google Maps (2021); Kimley-Horn (02/2022)

I:\KHA2001\GIS\MXD\ISMND\Engineering_Details_ISMND.mxd (4/15/2022)

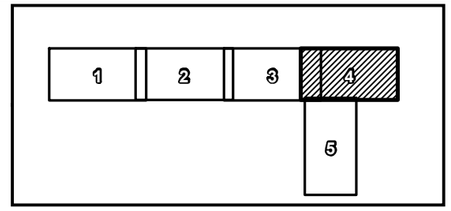
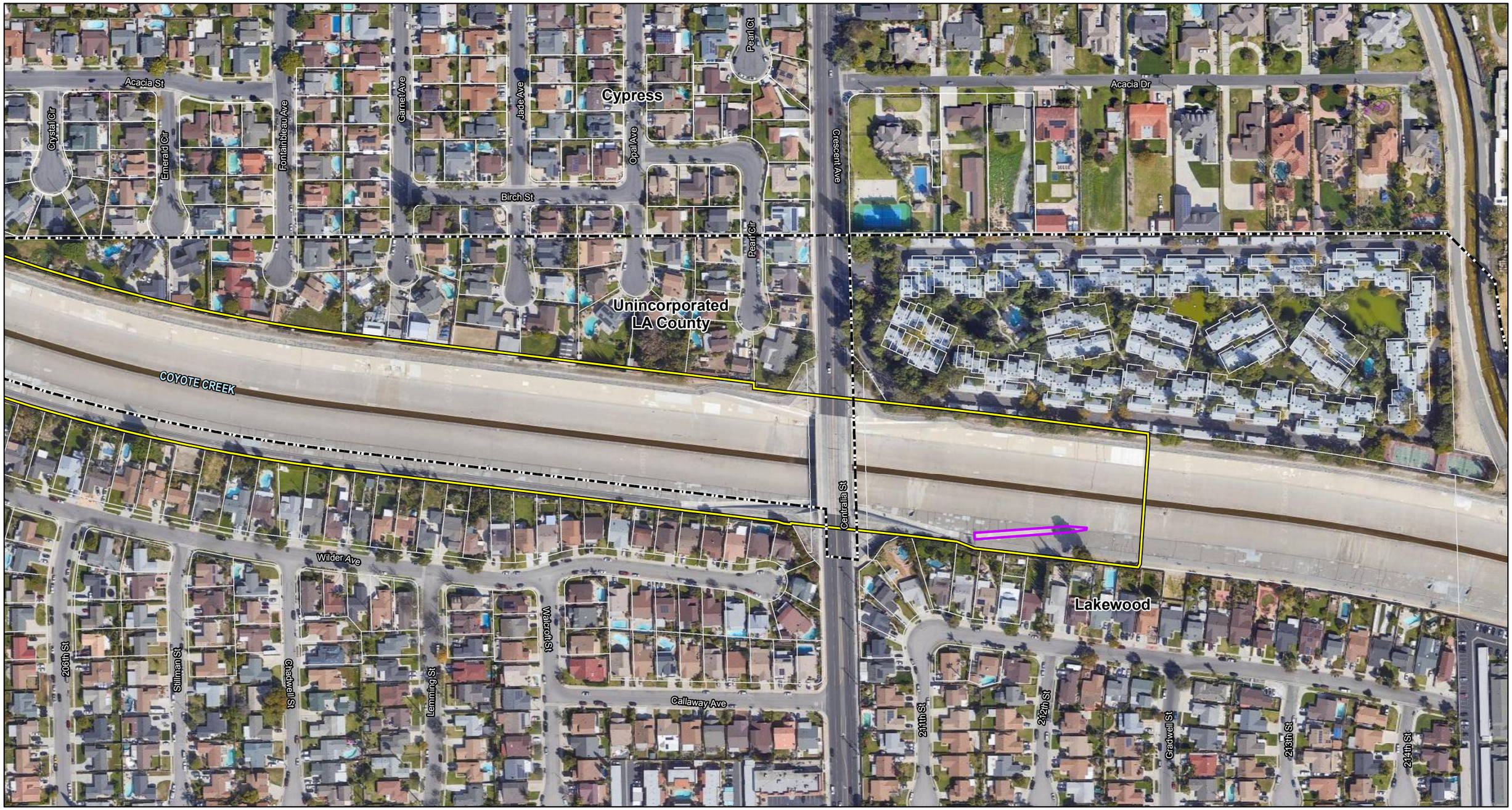


FIGURE 3
Sheet 4 of 5

Del Amo Bridge Replacement and Signal Enhancement Project

Proposed Project Features



LSA

LEGEND

- Project Area
- City Boundary
- Right-of-Way and Parcel Boundaries
- Proposed Bridge
- Staging Area
- Existing Ramp for Channel Access
- Optional Temporary Construction Access Ramp
- Proposed Landscaping
- Signal Enhancement
- Signal Enhancement - Hawk Signal

Temporary Construction Easements

- LACFCD
- LACMTA
- OCTA
- Private Ownership

0 100 200
FEET

SOURCE: Google Maps (2021); Kimley-Horn (02/2022)

I:\KHA2001\GIS\MXD\ISMND\Engineering_Details_ISMND.mxd (4/15/2022)

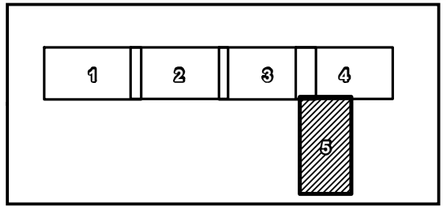


FIGURE 3
Sheet 5 of 5

Del Amo Bridge Replacement and Signal Enhancement Project

Proposed Project Features

These improvements would move traffic more smoothly while eliminating conflict points between turning vehicles and crossing pedestrians.

The proposed Project would replace the existing two-lane bridge across Coyote Creek with a realigned four-lane bridge that includes a sidewalk and Class II bike lanes on both sides of Del Amo Boulevard and a two-way Class IV cycle track with concrete barrier on the northern side of the bridge. The proposed bridge would connect bicyclists to the Coyote Creek Bikeway and a future Class I bikeway that will be located along the eastern side of Coyote Creek. The Class I bikeway on the eastern side of Coyote Creek is shown in the OCTA 2013 Districts 1 and 2 Bikeways Strategy. The right-of-way crossing Coyote Creek would be modified to match the new bridge alignment during the final design phase. The proposed Project would also remove the abandoned railway bridge that crosses Coyote Creek immediately south of Del Amo Boulevard. The proposed bridge would need to be supported on a deep foundation system that extends below the depths of potentially liquefiable soils to provide adequate support for the new bridge loads. New bridge piers would be constructed to avoid the existing pier foundations. The proposed Project would also not preclude any future projects along the rail right-of-way (former Pacific Electric Railway Company right-of-way).

The proposed Project also eliminates the horizontal curves at the bridge over Coyote Creek by realigning Del Amo Boulevard to the south. The profile of Del Amo Boulevard would be modified in the area immediately west and east of Coyote Creek. The roadway profile would be raised approximately 2 ft to accommodate the proposed bridge depth and required vertical clearances. Two existing screening walls along the residential homes south of Del Amo Boulevard between Winkler Avenue and Bluebird Lane would also be modified and would require temporary construction easements in the adjacent properties. The existing 4.5 ft to 7 ft screening wall between Winkler Avenue and Coyote Creek would be rebuilt with a maximum 9 ft high retaining wall with a 6 to 8 ft high noise barrier on top of the retaining wall (total retaining and noise barrier height would be between 8 to 17 ft). The existing screening wall between Coyote Creek and Bluebird Lane located on the south side of Del Amo Boulevard would be relocated and rebuilt as a retaining wall with a screening wall on top within the existing City right-of-way to accommodate the bridge and roadway realignment. See Appendix A for concept plans depicting the various project features.

Additional proposed roadway improvements would include: sidewalks, driveways, a raised median, storm drains, streetlights, and protective end treatments for barriers. The project would also maintain the existing Coyote Creek Bikeway under the proposed Del Amo Boulevard bridge along the west side of the channel and would reconstruct the access ramps to facilities on Del Amo Boulevard.

The proposed Project would maintain existing Del Amo Boulevard Bridge operations and maintenance jurisdiction. The City of Cerritos, City of La Palma, and Los Angeles County Flood Control have jurisdiction over bridge maintenance, which would be maintained.

Utilities: The proposed Project would include utility relocations. The realignment of the Del Amo Boulevard Bridge would require existing Southern California Edison (SCE) distribution power poles and telecommunication overhead lines to be relocated in areas impacted by the new bridge abutments and street widening. Existing power poles located south of Del Amo Boulevard between Bloomfield Avenue and Bluebird Lane would be relocated within the proposed sidewalk on the south side of Del Amo Boulevard.

Landscaping: The proposed Project would also include removal of the existing trees, landscaped area, and a billboard sign west of Coyote Creek and on the south side of Del Amo Boulevard between

Winkler Avenue and Coyote Creek. The realignment of Del Amo Boulevard would require the existing landscaped area and trees to be removed and replacement landscaping would be provided in the area north of the new Del Amo Boulevard roadway alignment west of Coyote Creek. The relocated proposed landscape plantings would be of a similar design as the area removed to the south.

Construction Duration and Phasing: The construction staging approach is to keep Del Amo Boulevard operational in both directions during the demolition of the existing bridge and construction of the new bridge. The new bridge would be built in two stages. In the first stage, traffic would remain on the existing bridge while the southerly portion of the new bridge is under construction. In the second stage, traffic would be shifted to the newly completed portion of the bridge. The existing bridge would then be demolished, and the northerly portion of the new bridge would be constructed. Pedestrian and bike traffic, including Coyote Creek Bikeway, would also be maintained throughout the construction duration. Short-term roadway closures would be necessary, but these can be done at night or during off-peak hours, and access to all businesses and residences can be maintained. Construction would occur in the following primary stages:

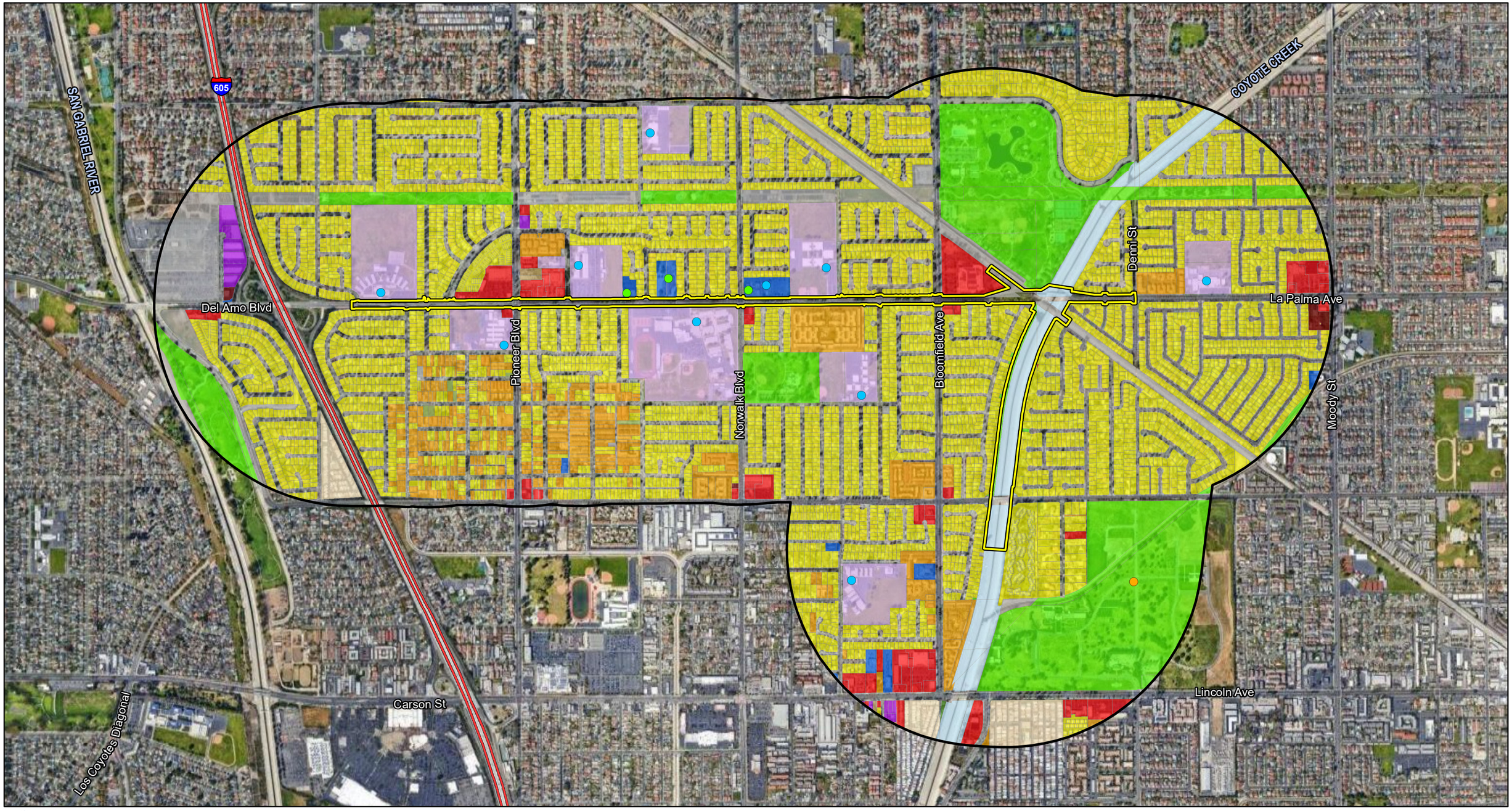
- Remove existing railroad bridge, maintain traffic on existing bridge, and begin traffic signal work: approximately 1 month
- Construct southerly portion of new bridge and maintain traffic on existing bridge: approximately 10–12 months
- Demolish existing bridge, construct northerly portion of new bridge and shift traffic to newly constructed southerly bridge: approximately 10–12 months
- Complete roadway and other elements of work: approximately 2–3 months

An access ramp to Coyote Creek channel, approximately 0.50 mile south of the proposed Project location (south of the Centralia Street bridge), could be utilized for access to the channel during construction. This access point would be considered, as well as the option of constructing a temporary access point at the construction site.

11. ENVIRONMENTAL SETTING/SURROUNDING LAND USES:

The area adjacent to Del Amo Boulevard to the south and north is urban and built-out. Land uses within the vicinity of the proposed Project area include a mix of residential uses, schools, commercial/retail uses, parks, and religious uses. In general, the pattern of development in the proposed Project area is very residential in character which accommodates the many families that live in the project area by providing a multitude of schools, open space and parks facilities, and community gathering spaces. Figure 4, Existing Land Uses, depicts the various land uses that can be found within the 0.5 mile buffer zone of the proposed Project area.

See Section 8 above for a discussion of the existing zoning designations and their respective land uses in the vicinity surrounding the proposed Project area. The proposed Project study area is generally flat and has been previously graded and used as a roadway. The proposed Project area is bordered to the west by I-605. It is approximately 3.5 miles northeast of Long Beach Airport, 5 miles southwest of Fullerton Municipal Airport, 1.4 miles southwest of SR-91, and is located within Federal Emergency Management Agency (FEMA) Flood Zone X, Area of Minimal Flood Hazard.



LSA

LEGEND

Project Location
0.5 mile Buffer

Existing Land Use

- Single Family Residential
- Multi-Family Residential
- Mobile Homes and Trailer Parks
- Mixed Residential and Commercial
- General Office
- Commercial and Services
- Facilities
- Education
- Industrial
- Transportation, Communications, and Utilities
- Open Space and Recreation
- Agriculture
- Vacant
- Water

0 625 1250
FEET

SOURCE: Google (2021); SCAG (2019)

I:\KHA2001\GIS\MXD\ISMND\ExistingLandUses.mxd (6/7/2022)

FIGURE 4

Del Amo Boulevard Bridge Relocation and Signal Enhancement Project

Existing Land Uses

12. OTHER REQUIRED AGENCY APPROVALS (e.g., permits, financing approval or participation agreements):

- **City of Cerritos:** Adoption of the Initial Study/Mitigated Negative Declaration, project approval, and review and approval of final design plans.
- **City of Lakewood:** Review and comment on the Initial Study/Draft Mitigated Negative Declaration and final design plans, and grant a height variance for the retaining wall/sound wall west of Coyote Creek on the south side of Del Amo Boulevard that exceed a height of seven feet six inches.
- **City of La Palma:** Review and comment on the Initial Study/Draft Mitigated Negative Declaration and final design plans.
- **City of Cypress:** Review and Comment on the Initial Study/Draft Mitigated Negative Declaration.
- **Orange County Transportation Authority (OCTA):** OCTA owns the railroad bridge and the former Pacific Electric right-of-way south of Del Amo Boulevard. A roadway easement must be issued for the arterial roadway encroachment. OCTA would also review, comment on, and approve the final Project design.
- **Los Angeles County Metropolitan Transportation Authority (LA Metro):** LA Metro owns the former Pacific Electric right-of-way north of Del Amo Boulevard. The existing roadway easement must be revised for the roadway realignment. LA Metro would also review, comment on, and approve the final Project design.
- **Los Angeles County Flood Control District:** Permits for work over and within Coyote Creek Channel, an easement for flood control purposes, and revisions to existing flood control easements in the Project area.
- **United States Army Corps of Engineers (USACE):** Compliance with the Nationwide Permit Program under Section 404 of the Clean Water Act, 408 Permission (Section 14 of the Rivers and Harbors Act of 1899, 33 United States Code [USC] 408)
- **California Department of Fish and Wildlife (CDFW):** Streambed Alteration Agreement under Section 1602 of the California Fish and Game Code
- **Los Angeles Regional Water Quality Control Board (LARWQCB) and Santa Ana Regional Water Quality Control Board (RWQCB):** Water Quality Certification under Section 401 of the Clean Water Act

13. CALIFORNIA NATIVE AMERICAN TRIBES CONSULTATION:

a. Have California Native American Tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to public resources code section 21080.3.1?

☒ **Yes** ☐ **No**

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

☒ **Yes** ☐ **No**

14. PREVIOUS ENVIRONMENTAL DOCUMENTATION: None.

15. SUMMARY OF ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED :
The summary of environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

16. PREPARATION: The Initial Study for the subject project was prepared by:

Dario Simoes, P.E.
City of Cerritos
18125 Bloomfield Avenue
Cerritos, CA 90703

_____ _____

Dario Simoes, P.E. **Date**
Deputy Director of Public Works/City Engineer

17. DETERMINATION: (to be completed by Lead Agency)

On the basis of this initial evaluation:

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

☒ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described herein have been added to the Project. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

☐ I find that although the proposed Project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project. Therefore, nothing further is required.

18. ENVIRONMENTAL DETERMINATION: The Initial Study for this project has been reviewed and the environmental determination, indicated above, is hereby approved.

Dario Simoes, P.E. **Date**
Deputy Director of Public Works/City Engineer

EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

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

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

    a. Earlier Analysis Used. Identify and state where they are available for review.

    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

8. The explanation of each issue should identify:

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

9. Tribal consultation, if requested as provided in Public Resources Code Section 21080.3.1, must begin prior to release of a negative declaration, mitigated negative declaration, or environmental impact report for a project. Information provided through tribal consultation may inform the lead agency's assessment as to whether tribal cultural resources are present, and the significance of any potential impacts to such resources. Prior to beginning consultation, lead agencies may request information from the Native American Heritage Commission regarding its Sacred Lands File, per Public Resources Code sections 5097.9 and 5097.94, as well as the California Historical Resources Information System administered by the California Office of Historic Preservation.

I. AESTHETICS

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

a) ***No Impact.*** The Cities of Cerritos, Lakewood, Cypress, and La Palma are largely urban by nature. The proposed Project area and the surrounding vicinity are developed with commercial, residential, retail, and recreation, and public/institutional uses. With the exception of the adjacent vacant rail right-of-way, there are no undeveloped or vacant lands or areas in the proposed Project area or within 0.5 mile of the proposed Project area. Additionally, none of the General Plans for any of the cities for which the proposed Project area is located indicate any scenic vistas which must be preserved in their respective cities (Cerritos General Plan, 2004; Lakewood Comprehensive General Plan, 1996; Cypress General Plan, 2000; La Palma General Plan, 2014). Therefore, construction of the proposed Project would not obstruct views of any identified scenic resources, and no scenic vistas would be substantially affected. No impact would occur.

b) ***No Impact.*** There are no officially designated or eligible State scenic highways within the proposed Project area or in the Cities of Cerritos, Lakewood, Cypress, or La Palma. The nearest eligible listing for State scenic highways to the proposed Project area according to the California Department of Transportation (Caltrans) is a portion of State Route 1 (SR-1), which is approximately 4.9 miles southwest of the proposed Project area. The nearest officially designated State scenic highway is a portion of SR-91 that is located approximately 13 miles east of the proposed Project area (California State Scenic Highway Map 2018).

Additionally, the proposed Project includes the removal of the existing railroad bridge, realigning the existing bridge crossing Coyote Creek, and roadway and pedestrian facility improvements. It does not include changes to any designated historic buildings and would not result in impacts to scenic trees or rock outcroppings. Therefore, the proposed Project would not result in damage to any scenic resources, and no impact within a State scenic highway would occur.

c) ***No Impact.*** As described above, the proposed Project is located in a largely urbanized area, surrounded by residential, commercial, retail, recreational, and institutional land uses. The area surrounding the proposed Project limits is zoned for the following zoning designations: open space,

industrial, single-family residential, low-density residential, senior housing residential, planned development multiple family, multiple family, mobile home park, commercial, recreation, and public and semi-public. General plan land use designations for the area surrounding the proposed Project limits include low density residential, community commercial, educational use, light industrial, and open space. Del Amo Boulevard is designated as a major arterial in the City of Lakewood General Plan Circulation Element and the Cerritos General Plan Circulation Element, and a primary arterial in the City of La Palma General Plan Circulation Element.

No structures are being proposed that would diminish the existing visual character of the area or quality of public views of the site and its surroundings. The proposed improvements include the realigning and reconstruction of the bridge crossing Coyote Creek and the removal of the existing railroad bridge. The addition of a new sidewalk and realigned roadway would enhance the existing visual conditions for motorists along Del Amo Boulevard within the proposed Project limits by eliminating the blocked viewshed of Coyote Creek that is caused by the railroad bridge and by increasing vividness, intactness, and unity. Also, the proposed improvements would be consistent with the current urban character of the proposed Project area, creating an aesthetically cohesive route for motorists. Due to the commercial, residential, recreational, open space, and retail land uses and developed nature of the surrounding area, the proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings, and it would instead lead to improvements to the visual character and quality of the proposed Project area. No impacts related to this issue would occur, and no mitigation is required.

d) ***Less than Significant Impact.*** Existing sources of night lighting attributed to nearby light industrial, commercial, and residential developments include streetlamps, accent and security lighting, parking lot lighting, and vehicle headlights. The proposed Project would include street lighting beyond what is on the existing bridge. All street lighting on the bridge will be directed into the travel lanes to avoid light spillage onto adjacent properties and will be consistent with City lighting requirements and specifications. These streetlights would comply with city regulations for outdoor lighting, including but not limited to Section 3.11.060 of the Cypress Municipal Code, Section 44-278 of the La Palma Municipal Code, and Section 22.80.440 of the Cerritos Municipal Code.

Sources of glare during the day result primarily from parked cars and from sunlight reflected from window glazing on buildings. The proposed Project does not provide additional parking or include structures with windows and would not introduce new sources of daytime glare. Based on the above considerations, the proposed Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and impacts would be less than significant.

II. AGRICULTURAL AND FORESTRY RESOURCES*

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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), or timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	☐	☐	☐	☒

***** *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 (LESA) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. There are no lands present in Carlsbad that meet the state's definition of forest land (Public Resources Code section 12220(g)), timberland (Public Resources Code section 4526), or production (Government Code 51104(g)). Therefore, questions related to forestry resources will have no impacts.*

a) ***No Impact.*** The California Natural Resources Agency's Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data used for analyzing impacts on California's agricultural resources. According to the California Important Farmland Finder, the proposed Project is in an area classified as Urban and Built-Up Land and is not designated as farmland (California Department of Conservation, Important Farmland Finder, 2016). Additionally, no agricultural uses exist on the site. Because the proposed Project area is not designated as farmland pursuant to the FMMP, the proposed Project would not result in the conversion of farmland to a non-agricultural use. Therefore, no impacts related to farmland conversion would occur, and no mitigation is required.

b) ***No Impact.*** The area surrounding the proposed Project is zoned for commercial, low-density residential, retail, industrial, and open space, and therefore it is not zoned for agricultural use. According to the California Department of Conservation's most recently published Williamson Act Contracted Land Map, there are no Williamson Act agricultural preserves located within the City boundaries (State of California Williamson Act Contract Land, 2017). Therefore, the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

c) ***No Impact.*** Public Resources Code Section 12220(g) identifies forest land as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that

allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

The area surrounding the proposed Project area is zoned for commercial, low-density residential, retail, industrial, and open space. There is no land zoned for forest land, timberland, or timberland production in any of the Cities' General Plans. The proposed Project area is not currently being managed or used for forest land or timberland. No impact would occur.

d) ***No Impact.*** As discussed in the section above, the proposed Project does not support forests, nor is there any forest land adjacent to the proposed Project. Further, there is no land zoned for forest land, timberland, or timberland production in the Cities' General Plans. The proposed Project infrastructure and roadway improvements would not result in the loss of forest land or the conversion of forest land to non-forest uses. No impact would occur.

e) ***No Impact.*** There are no agricultural operations or timberland production operations within the proposed Project area (DOC 2018); therefore, the proposed Project would not result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

III. Air Quality

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?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The Air Quality Report (2022), prepared by LSA for the proposed Project, is available separately. The section below is based on the results of the Air Quality Report.

a) ***Less than Significant Impact.*** The South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the South Coast Air Basin in which the proposed Project area is located. The South Coast Air Basin includes portions of Los Angeles, Riverside, and San Bernardino Counties and all of Orange County. Within Riverside County, the Air Quality Management District also has jurisdiction over the Salton Sea Air Basin and a portion of the Mojave Desert Air Basin. In total, the South Coast Air Basin covers an area of 6,745 square miles with a population of 14.6 million. The main purpose of an AQMP is to bring the area into compliance with federal and State air quality standards. SCAQMD is required to update the AQMP on a regular basis as either a new plan or an amendment. The 2016 AQMP is still the most recently approved version which SCAQMD approved on March 3, 2017. The two principal criteria for determining conformance to the AQMP are:

1. The project does not increase the frequency or severity of an air quality standards violation or cause a new violation.
2. The project is consistent with the growth assumptions in the AQMP.

The proposed Project would result in short-term construction emissions. The proposed Project would implement standard construction measures such as frequent watering as well as Regulatory Compliance (RC) Measures RC-AQ-1 through RC-AQ-3 and Standard Condition (SC) SC-AQ-1 in order to ensure that fugitive dust and exhaust emissions from construction activities would not result in any adverse air quality impacts, would not result in an increase in the frequency or severity of any air quality standards violation, and would not cause a new air quality standard violation. The proposed Project would improve traffic flow without increasing the traffic volume. It would also replace a bridge structure so that it is realigned with the rest of the corridor, matches the geometrics at either end of the proposed Project, removes existing chokepoints, and adds improvements for pedestrians and bicycles. These improvements would not adversely affect the level of service (LOS) (or delay) at nearby intersections. Therefore, with the implementation of the standard construction conditions and regulatory compliance measures that are articulated in the sections below, construction and

operation of the proposed Project would not generate air pollutant emissions beyond existing conditions and would not result in significant impacts based on SCAQMD thresholds of significance as described below in response to threshold (b).Therefore, the proposed Project would be consistent with the AQMP under the first criterion.

The SCAQMD's *CEQA Air Quality Handbook* (1993) indicates that consistency with the AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities. Based on this definition, the proposed Project is not a significant project as defined by the AQMP. In addition, the proposed Project does not require a General Plan or Specific Plan amendment. Therefore, the proposed Project would be consistent with growth projections and consistent with the AQMP under the second criterion discussed above, and impacts would be less than significant.

b) ***Less than Significant Impact.*** SCAQMD adopts rules and regulations to implement portions of the AQMP. Several of these rules apply to Project construction or operation. The following SCAQMD rule would apply to the proposed Project:

- SCAQMD Rule 403 (SCAQMD 2005) requires projects to incorporate fugitive dust control measures.

A potentially significant impact would result if there is a cumulatively considerable net increase in criteria pollutants for which the area is in nonattainment. Therefore, if the proposed Project exceeds the SCAQMD thresholds for a criteria pollutant for which the area is in nonattainment, a potentially significant impact would occur under CEQA. Table A lists the attainment status for the criteria pollutants in the South Coast Air Basin. As shown, the Basin is a nonattainment area for State and federal standards of ozone (O_3), particulate matter less than 10 microns in size (PM_{10}), and particulate matter less than 2.5 microns in size ($PM_{2.5}$), and Table B identifies the suggested SCAQMD threshold criteria for construction activities.

Table A: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
Ozone (O_3)	Nonattainment (1-hour) Nonattainment (8-hour)	Extreme Nonattainment (1-hour) Extreme Nonattainment (8-hour)
Particulate matter less than 10 microns in size (PM_{10})	Nonattainment (24-hour) Nonattainment (Annual)	Attainment-Maintenance (24-hour)
Particulate matter less than 2.5 microns in size ($PM_{2.5}$)	Nonattainment (Annual)	Serious Nonattainment (24-hour) Moderate Nonattainment (Annual)
Carbon monoxide (CO)	Attainment (1-hour) Attainment (8-hour)	Attainment-Maintenance (1-hour) Attainment-Maintenance (8-hour)
Nitrogen dioxide (NO_2)	Attainment (1-hour) Attainment (Annual)	Attainment/Unclassified (1-hour) Attainment-Maintenance (Annual)
Sulfur dioxide (SO_2)	Attainment (1-hour) Attainment (24-hour)	Attainment/Unclassified (1-hour) Attainment/Unclassified (Annual)
Lead[1]	Attainment (30-day average)	Attainment (3-month rolling)
All Others	Attainment/Unclassified	N/A

Sources: *National Ambient Air Quality Standards (NAAQS)* and *California Ambient Air Quality Standards (CAAQS) Attainment Status for South Coast Air Basin* (SCAQMD). Website: www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf (accessed March 2022).

[1] Only the Los Angeles County portion of the Basin is in nonattainment for lead.

N/A = not applicable

Table B: Maximum Project Construction Emissions

Project Phases	CO_2e (metric tons)	CO (lbs/day)	NO_X (lbs/day)	Total PM_{10} (lbs/day)	Total $PM_{2.5}$ (lbs/day)
Roadway Excavation	71	10.85	10.21	50.45	10.78
Base/Subbase/Imported Borrow	1,624	64.86	74.37	53.09	13.16
Paving	941	44.45	44.84	51.80	12.03
Drainage/Environment/Landscaping	107	14.04	9.64	0.46	0.39
Bridge Demolition and Construction	2,131	65.17	47.01	4.31	2.58
Maximum (lbs/day)	**N/A**	**64.86**	**74.37**	**53.09**	**13.16**
SCAQMD Threshold	**N/A**	**100**	**550**	**55**	**150**
Is Threshold Exceeded?	**N/A**	**No**	**No**	**No**	**No**

Sources: Sacramento Metropolitan AQMD's Road Construction Emissions Model and CalEEMod results. Compiled by LSA (February 2022).

Note: The PM_{10} and $PM_{2.5}$ emissions assume a 50 percent control of fugitive dust as a result of watering and associated dust-control Measures.

AQMD = Air Quality Management District
CalEEMod = California Emission Estimator Model
CO = carbon monoxide
CO_2e = carbon dioxide equivalent
lbs/day = pounds per day
N/A = not applicable
NO_X = oxides of nitrogen
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District

Additionally, SCAQMD adopts rules and regulations to implement portions of the AQMP. Several of these rules apply to Project construction or operation. SCAQMD Rule 403 (SCAQMD 2005) requires projects to incorporate fugitive dust control measures and applies to the proposed Project.

Table B lists the maximum construction emissions for the proposed Project and states whether they would be below SCAQMD thresholds. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by excavation, grading, hauling, and other activities related to construction. Emissions from construction equipment also are anticipated and would include CO, nitrogen oxide (NO_x), volatile organic compounds (VOCs), directly-emitted PM ($PM_{2.5}$ and PM_{10}), and toxic air contaminants (TACs). However, after having calculated the maximum project construction emissions, the emissions generated by the proposed Project would be below the SCAQMD thresholds, as articulated in Table B. The proposed Project would also implement standard construction measures for compliance with SCAQMD Rule 403 and prohibiting construction vehicle idling. Therefore, with implementation of the regulatory compliance measures and standard conditions below, potential construction related air quality impacts would not result in a cumulatively considerable net increase in air pollutant emissions and would be less than significant. Additionally, since the proposed project would improve traffic flow without increasing the traffic volumes, the project would have no adverse long-term regional vehicle air emission impacts. Therefore, the project would not produce substantial operational air quality impacts, and so no further action is required by the City.

Regulatory Compliance Measures and Standard Conditions

The following Regulatory Compliance (RC) measures and Standard Conditions (SCs) would be implemented during construction activities.

RC-AQ-1 When any earth disturbance occurs, excessive fugitive dust emissions will be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the South Coast Air Quality Management District (SCAQMD) Rule 403. All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on site or off site

shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized to prevent excessive amounts of dust. These control techniques will be indicated in Project specifications. Visible dust beyond the property line emanating from the Project will be prevented to the maximum extent feasible.

RC-AQ-2 All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4), as amended, regarding the prevention of such material spilling onto public streets and roads.

SC-AQ-1 All construction vehicles both on and off site shall be prohibited from idling in excess of 5 minutes.

c) ***Less than Significant Impact.*** Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Land uses considered to be sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. On the basis of research showing that the zone of greatest concern near roadways is within 500 feet (or 150 meters), sensitive receptors within 500 feet (or 150 meters) include residences and schools that line both the north and south sides of Del Amo Boulevard for the length of the proposed Project.

However, as stated previously, the proposed Project would not result in construction emissions that would exceed the SCAQMD thresholds for a criteria pollutant for which the area is in nonattainment, and it would also not lead to substantial operational air quality impacts. Additionally, the proposed Project would implement Regulatory Compliance Measures RC-AQ-1 through RC-AQ-2 and Standard Condition SC-AQ-1 which are referenced above in order to ensure that fugitive dust and exhaust emissions from construction activities would not result in any adverse air quality impacts, would not result in an increase in the frequency or severity of any air quality standards violation, and would not cause a new air quality standards violation. Therefore, potential impacts to exposing sensitive receptors to substantial pollutant concentrations would be less than significant.

d) ***Less than Significant Impact.*** Emissions from construction equipment powered by gasoline and diesel engines are anticipated and would include CO, NO_x, VOCs, directly emitted PM_{10} and $PM_{2.5}$, and TACs such as diesel exhaust particulate matter. These emissions would be temporary and limited to the immediate area surrounding the construction site and would cease to occur after construction is completed. No other objectionable odors have been identified for the proposed Project. Therefore, objectionable odors posing an impact to off-site uses would not occur as a result of the proposed Project, and a less than significant impact would occur.

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 California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian, aquatic or wetland habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The Natural Environment Study (Minimal Impacts) (2022), prepared by LSA for the proposed Project, is available separately. The section below is based on the results of the Natural Environment Study (Minimal Impacts).

a) ***Less than Significant with Mitigation Incorporated.***

The Biological Study Area (BSA) is located within primarily urban development and other disturbed sites adjacent to arterial streets. Coyote Creek, a unvegetated concrete-lined flood control channel, flows north to south within the eastern portion of the BSA. Undeveloped areas within the BSA are limited to pockets of ornamental vegetation (primarily non-native turfgrass and trees) as well as disturbed/ruderal areas along Del Amo Boulevard and surrounding residential, commercial, and industrial developments. The majority of the rare plant species that were identified in the databases have specialized habitat requirements (i.e., alkaline soils, woodland, riparian, or wetland habitats, etc.) that do not occur within the BSA. Historic anthropogenic disturbances have greatly altered the natural hydrologic regimes and have either eliminated or greatly impacted the pre-settlement habitats needed to support the special-status plant species. No special-status plant species were identified within the BSA, and none are anticipated to be impacted by the proposed Project (refer to Table C of the NES/MI). Furthermore, no special-status plant species were observed during the 2021 field survey.

The historic and ongoing anthropogenic disturbances within the BSA and adjacent parcels (i.e., highways and urban development, etc.) have greatly altered, eliminated, or impacted the pre-settlement habitats needed to support most regional special-status animal species. No special-status animal species were observed in the BSA in 2021. The only special-status (or otherwise protected) animal species with potential to be affected by the proposed Project include roosting bats and nesting birds.

Based on the daytime bat habitat assessment surveys, the BSA contains potentially suitable habitat for eight special-status bat species. Five of these species are considered California Special Animals (the Yuma myotis, Mexican free-tailed bat, big brown bat, canyon bat, and hoary bat), and the remaining three bat species are California Species of Special Concern (western mastiff bat, western yellow bat, and western red bat). "Species of Special Concern" is an administrative designation from the CDFW and carries no formal legal status. However, all bat species (regardless of listing status) and other nongame mammals are protected by California Fish and Game Code Section 4150, which states that all nongame mammals or parts thereof may not be taken or possessed except as provided otherwise in the code or in accordance with regulations adopted by the California Fish and Game Commission. Activities resulting in the mortality of nongame mammals (e.g., destruction of an occupied bat roost, resulting in the death of bats) or disturbance that results in the loss of a maternity colony of bats (including the death of young) may be considered a "take" by the CDFW. Furthermore, any structure occupied by a bat maternity colony of any species is considered a native wildlife nursery site that is essential to the viability of local populations.

Suitable roosting habitat within the BSA was confirmed at multiple structures during the habitat assessment. Suitable day-roosting habitat suitable for use by maternity colonies was observed at the Del Amo Boulevard Bridge over Coyote Creek. Specifically, crevice habitat was observed in the bridge deck and overhangs above each of the two pier walls, and cavity habitat was observed in swallow mud-nests along the sides of the bridge structure. Any of the crevice or cavity features may also be used by bats for night roosting. In addition, suitable roosting habitat was observed at the adjacent concrete triple-box culvert that conveys water from a tributary channel into Coyote Creek, as well as in a concrete double-box culvert approximately 500 ft upstream from the Del Amo Boulevard Bridge over Coyote Creek. These structures are suitable primarily for night roosting because they lack crevices for day roosting, but it should be noted that crevice-dwelling bats (including maternity colonies) occasionally day roost in clusters along the walls and ceilings of culverts in the absence of crevices. It was also observed that the existing railroad bridge does not contain any suitable roosting habitats for bats. Typically, steel girder structures do not provide suitable crevice-type roosting habitat. The absence of bat sign (i.e., guano) was an unreliable indicator of occupancy at these structures given that flowing water beneath them would prevent any guano from accumulating; however, some guano was observed along the walls of the double-box culvert situated approximately 500 ft upstream from the Del Amo Boulevard Bridge, which confirmed use of that structure for roosting. Suitable day-roosting habitat for multiple bat species is also present within several Mexican fan palms within the BSA. Water in the drainage channels and ornamental landscaping within the BSA both provide foraging habitat that supports a diverse insect prey base, thereby increasing the probability of bat occupancy in all suitable roost features.

Suitable bat-roosting habitat would be subject to direct impacts from construction activities during the replacement of the Del Amo Boulevard Bridge over Coyote Creek. In addition, trimming or removal of Mexican palm trees within the BSA could result in direct impacts to bats and roosting habitat if the palm trees are used by roosting bats where both activities would result in injury or mortality during ground disturbance. Bats roosting in structures that are not subject to direct impacts from Project

construction may be subject to indirect impacts (i.e., lighting and noise) which could affect movement, breeding, foraging, or sheltering behaviors. Therefore, the Compensatory Mitigation Measures outlined in MM-BIO-5 through MM-BIO-15 would be implemented in order to reduce the potential impacts to bat species to a less than significant level.

The BSA contains vegetation that provides suitable nesting habitat for a variety of native and migratory bird species, which are protected while nesting. The proposed Project would remove 40 ornamental trees that serves as potentially suitable nesting bird habitat. Vegetation removal activities have the potential to directly impact nesting birds during the typical avian nesting season, and increased noise, vibration, dust, and lighting during construction have further potential to indirectly effect suitable habitats. To ensure compliance with the Federal Migratory Bird Treaty Act and California Fish and Game Code Sections 3500–3516, MM-BIO-14 and MM-BIO-15 below would be implemented in order to reduce the potential impact nesting birds to a less than significant level.

Compensatory Mitigation Measures

The following Compensatory Mitigation Measures (MM) would be adhered during construction of the proposed Project.

MM-BIO-4 **Pre-Construction Bat Surveys.** At bridge and culvert structures where construction activities will occur on or below that structure, and where there is also potential for maternity roosting, nighttime bat surveys should be performed by a qualified bat biologist during the peak period (June or July) of the bat maternity season (April 1–August 31) to confirm whether maternity colonies are present. These surveys should be performed by a qualified bat biologist at least one to two years in advance of construction so that appropriate site-specific and species-specific minimization measures can be developed in coordination with the CDFW and a qualified bat biologist. Final design specifications would include preconstruction surveys and appropriate measures, such as the use of bat houses and bat exclusionary devices.

MM-BIO-5 **Avoidance of the Bat Maternity Season.** If maternity roosts are confirmed within 500 feet of structures during the pre-construction bat surveys, activities that pose adverse impacts to roosting bats through elevated noise and vibration, such as demolition and pile-driving activities, shall avoid the recognized bat maternity season (April 1–August 31) to prevent potential mortality of flightless young bats. Any such construction activities at structures housing maternity colonies shall be coordinated with a qualified bat biologist and the CDFW prior to work within the bat maternity season.

MM-BIO-6 **Humane Eviction and Exclusion.** Direct impacts to bats and bat-roosting habitat will occur during the demolition of the Del Amo Boulevard Bridge if roosting bats are present. If bats and bat-roosting habitat is confirmed within suitable habitat, humane evictions and exclusions of roosting bats should be performed under the supervision of a qualified bat biologist in the fall (September or October) prior to any work activities that would result in direct impacts or direct mortality to roosting bats. This action will be performed in coordination with the CDFW. To avoid potential mortality of non-volant (flightless) juvenile bats, evictions and exclusions of bats cannot be performed during the maternity season (April 1–August 31). Winter months are also inappropriate for bat eviction because not all individuals in a roost will emerge on any given night. In addition, long-distance

movements to other roost sites are more difficult during the winter when prey availability is scarce, resulting in high mortality rates of evicted bats.

MM-BIO-7 **Night Work Lighting (Bats).** If night work (i.e., between dusk and dawn) is anticipated within 100 ft of structures where bat roosting is confirmed, night lighting shall be used only in areas of active work and focused on the direct area(s) of work and away from the culvert entrances to the greatest extent practicable.

MM-BIO-8 **Obstruction of Bat Roosting Features.** If bats and bat-roosting habitat is confirmed, airspace access to and from the roost features of the structures shall not be obstructed except in direct work areas, and construction personnel shall not be present in non-active areas beneath the structures or near the entrances to the structures.

MM-BIO-9 **Construction Equipment Staging.** If bats and bat-roosting habitat is confirmed, to the extent practicable, internal combustion equipment such as generators and vehicles are not to be parked or operated beneath or adjacent to the structures unless they are required for project-related work on that structure.

MM-BIO-10 **Replacement Lighting Locations.** The proposed Project includes the replacement of lighting in various areas. Siting of these lights should avoid overspill into identified bat-roosting sites to avoid permanent impacts to roosting and foraging bats.

MM-BIO-11 **Swallow Nest Removal.** If swallow nests are removed to prevent swallows from nesting in the Project area during construction activities, the nests should be inspected for roosting bats by a CDFW-approved bat biologist and removed in the fall (September or October) in a manner that ensures they do not fall to the ground before lack of occupancy has been established.

MM-BIO-12 **Tree Trimming and Removal (Bats).** To the greatest extent feasible, tree trimming/ removal activities shall be performed outside the bat maternity season (April 1–August 31) to avoid direct impacts to non-volant young that may roost in trees within the study area. This period also coincides with the typical bird nesting season. If trimming or removal of trees during the bat maternity season cannot be avoided, a qualified biologist shall monitor tree trimming and removal activities.

MM-BIO-13 **Compensation for Direct Impacts to Bats.** If permanent, direct impacts to bat-roosting habitat are anticipated and/or a humane eviction/exclusion is performed, alternate roosting habitat shall be provided to ensure no net loss of bat-roosting habitat. The design, numbers, and locations of these roost structures should be determined in consultation with a qualified bat biologist. This action shall be coordinated with the CDFW and a qualified bat biologist to ensure that the installed habitat will provide adequate mitigation for impacts.

MM-BIO-14 **Construction Night Lighting (General).** All lighting used at night for project construction will be of the lowest illumination necessary for human safety and selectively placed and directed at the immediate work area and away from adjacent habitats. Light glare shields will be used to reduce the extent of illumination into habitats.

MM-BIO-15 **Pre-Construction Nesting Bird Survey and Avoidance of Breeding and Nesting Bird Season.** Project activities shall occur outside the nesting season (February 1–August 31) to the fullest practicable extent.

If project activities with potential to indirectly disturb suitable avian nesting habitat within 500 feet (ft) of the work area would occur during the nesting season (as determined by a qualified biologist), a qualified biologist with experience in conducting breeding bird surveys will conduct a nesting bird survey no more than 3 days prior to the initiation of project activities to detect the presence/absence of migratory and resident bird species occurring in suitable nesting habitat. Project activities may begin no more than 3 days after the completion of the nesting bird survey in the absence of active bird nests. An additional nesting bird survey will be conducted if project activities fail to start within 3 days of the completion of the pre-construction nesting bird survey.

MM-BIO-16 **Nesting Bird Exclusionary Buffers.** Should nesting birds be found during the pre-construction nesting bird survey, an exclusionary buffer will be established by the qualified biologist. This buffer will be clearly marked in the field by construction personnel under the guidance of the biologist, and construction will not be conducted in this zone until the biologist determines that the young have fledged or the nest is no longer active. Work may only occur during the breeding season if nesting bird surveys indicate the absence of any active nests within the work area. Without the written approval of the California Department of Fish and Wildlife (CDFW) and/or the United States Fish and Wildlife Service (USFWS), no work shall occur if listed or fully protected bird species are found to be actively nesting within 500 ft of the areas subject to construction activities.

b) ***Less than Significant Impact.*** Habitats are considered to be of special concern based on the following: (1) federal, State, and/or local laws regulating their development; (2) limited distributions; and/or (3) the habitat requirements of special-status plants or animals.

There are no habitats or natural communities of concern within or immediately adjacent to the BSA. The BSA is composed entirely of developed areas, with some ornamental and weedy vegetation. The BSA has low biological value to native plant and wildlife species. Therefore, the proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. This impact would be less than significant, and no mitigation is required.

c) ***Less Than Significant Impact.*** In total, four drainage features were delineated within the Jurisdictional Study Area (JSA). Of those four features, two are mapped as non-jurisdictional stormwater control features (e.g., v-ditches) that were constructed/excavated in uplands and convey ephemeral flows (urban/roadside runoff) in direct` response to precipitation. The v-ditches are concrete-lined and range between 2 to 3 ft wide. Neither contain vegetation and both convey ephemeral stormwater flows from surrounding paved areas and irrigation runoff into the storm drain system. The non-jurisdictional features delineated total approximately 0.02 acre.

The remaining two features are concrete-lined flood control channels. The one unnamed channel (which flows into Coyote Creek within the BSA) is a rectangular concrete channel measuring approximately 30 ft wide. This channel is unvegetated and contained shallow flowing water (likely attributed to urban runoff) at the time of the August 2021 survey.

The second concrete-lined channel is Coyote Creek. Coyote Creek is a trapezoidal channel that conveys intermittent flows attributed to local urban runoff and from seasonal storms. The trapezoidal low-flow channel located within the center of Coyote Creek's bed had standing water at the time of the August 2021 survey. Downstream of the BSA, Coyote Creek flows into the San Gabriel River, which has a direct nexus to the Pacific Ocean (a navigable water of the U.S.) and is tidally influenced at its mouth. However, the tidal influence does not extend to the BSA, and there are no waters subject to jurisdiction under Section 10 of the Rivers and Harbors Act within the BSA. There are no wetlands or riparian areas present within the BSA. The total acreage of delineated non-wetland USACE/RWQCB jurisdiction within the BSA is 14.2 acres and the total delineated CDFW streambed jurisdiction (extending from the top-of-bank to top-of bank on each side of the channel) is approximately 20.81 acres. There is no associated riparian or wetland vegetation within the BSA.

The proposed Project involves the replacement of the existing two-lane Del Amo Boulevard Bridge over Coyote Creek with a realigned, four-lane bridge, as well as the removal of the railroad bridge that also spans Coyote Creek South of the Del Amo Boulevard Crossing. As shown on Figure 5, Vegetation and Jurisdictional Impacts, two existing pier walls within the channel banks (totaling approximately 0.007 acre) would be replaced with two new pier walls (totaling approximately 0.01 acre) within delineated USACE, RWQCB, and CDFW non-wetland aquatic resources. Therefore, the proposed bridge support structures would result in approximately 0.003 acre (131 square feet) of new permanent fill within delineated USACE, RWQCB, and CDFW jurisdictional areas inside of Coyote Creek. However, the two columns supporting the railroad bridge (0.10 acre under CDFW jurisdiction and 0.07 acre under USACE/RWQCB jurisdiction) would be removed as part of the Project, resulting in a net decrease of fill material (and overall increase in channel capacity/jurisdictional waters) under the Project. Therefore, there would be no increase of permanent concrete fill within Coyote Creek associated with the Project relative to existing conditions.

At this time, the proposed construction access route includes utilizing an existing access ramp into Coyote Creek located approximately 0.5 mile south of the Del Amo Boulevard Bridge. The temporary channel access route shown on Figure 5 amounts to approximately 15 acres. Staging areas which would be occupied by heavy equipment during construction or utilized for materials staging during construction and would occupy an area less than 2 acres. Precise construction access routes and areas of temporary fill, including areas subject to a project-specific dewatering plan, would be defined during the permitting processes with the involved regulatory agencies.

No compensatory mitigation is required because the proposed Project would not adversely impact any jurisdictional wetlands, riparian areas, or Waters of the United States. A net increase of channel capacity/Waters of the United States would occur with implementation of the proposed Project.

Since the proposed Project would involve temporary and permanent physical modifications to delineated jurisdictional aquatic resources, resource agency permits (USACE Section 404 Nationwide Permit authorization, CDFW Section 1602 Streambed Alteration Agreement, and RWQCB Section 401 Water Quality Certification) are anticipated to be required for the proposed Project. In addition, Coyote Creek is a USACE facility under Section 14 ("Section 408") of the Rivers and Harbors Act of 1899, so Section 408 permission will also be required for the proposed Project. Mitigation Measure BIO-4 requires the submittal of permit applications and compliance with permit conditions.



LSA

LEGEND

- ProjectArea
- Biological Study Area - 200 ft Buffer

Jurisdictional Delineation

- Non-jurisdictional Feature
- USACE/RWQCB Non-Wetland Waters
- CDFW Jurisdictional Streambed

Vegetation

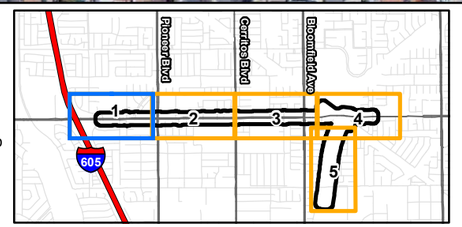
- Ornamental
- Disturbed/Barren
- Flood Control Channel
- Developed

Proposed Project Features

- Curb, Gutter, Landscaped Median, Sidewalk, and Striping
- Retaining Wall
- Limits of RR Bridge Removal
- Proposed Bridge

- Staging Area
- Proposed Landscaping
- Existing Ramp for Channel Access
- Optional Temporary Construction Access Ramp
- City Boundary

0 100 200
FEET



SOURCE: Google (2021); Kimley-Horn (2022)

I:\KHA2001\GIS\MXD\Bio\NES\Impacts_Veg_JD.mxd (6/7/2022)

FIGURE 5

Sheet 1 of 5

Del Amo Boulevard Bridge Relocation and Signal Enhancement Project

Vegetation and Jurisdicational Impacts



LSA

LEGEND

ProjectArea
Biological Study Area - 200 ft Buffer

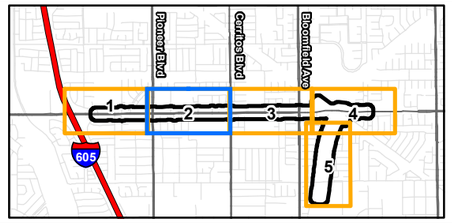
Jurisdictional Delineation
Non-jurisdictional Feature
USACE/RWQCB Non-Wetland Waters
CDFW Jurisdictional Streambed

Vegetation
Ornamental
Disturbed/Barren
Flood Control Channel
Developed

Proposed Project Features
Curb, Gutter, Landscaped Median, Sidewalk, and Striping
Retaining Wall
Limits of RR Bridge Removal
Proposed Bridge

Staging Area
Proposed Landscaping
Existing Ramp for Channel Access
Optional Temporary Construction Access Ramp
City Boundary

0 100 200
FEET



SOURCE: Google (2021); Kimley-Horn (2022)

I:\KHA2001\GIS\MXD\Bio\NES\Impacts_Veg_JD.mxd (6/7/2022)

FIGURE 5

Sheet 2 of 5

Del Amo Boulevard Bridge Relocation and Signal Enhancement Project

Vegetation and Jurisdictional Impacts



LSA

LEGEND

ProjectArea
Biological Study Area - 200 ft Buffer

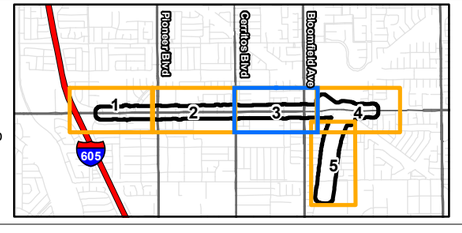
Jurisdictional Delineation
Non-jurisdictional Feature
USACE/RWQCB Non-Wetland Waters
CDFW Jurisdictional Streambed

Vegetation
Ornamental
Disturbed/Barren
Flood Control Channel
Developed

Proposed Project Features
Curb, Gutter, Landscaped Median, Sidewalk, and Striping
Retaining Wall
Limits of RR Bridge Removal
Proposed Bridge

Staging Area
Proposed Landscaping
Existing Ramp for Channel Access
Optional Temporary Construction Access Ramp
City Boundary

0 100 200
FEET



SOURCE: Google (2021); Kimley-Horn (2022)

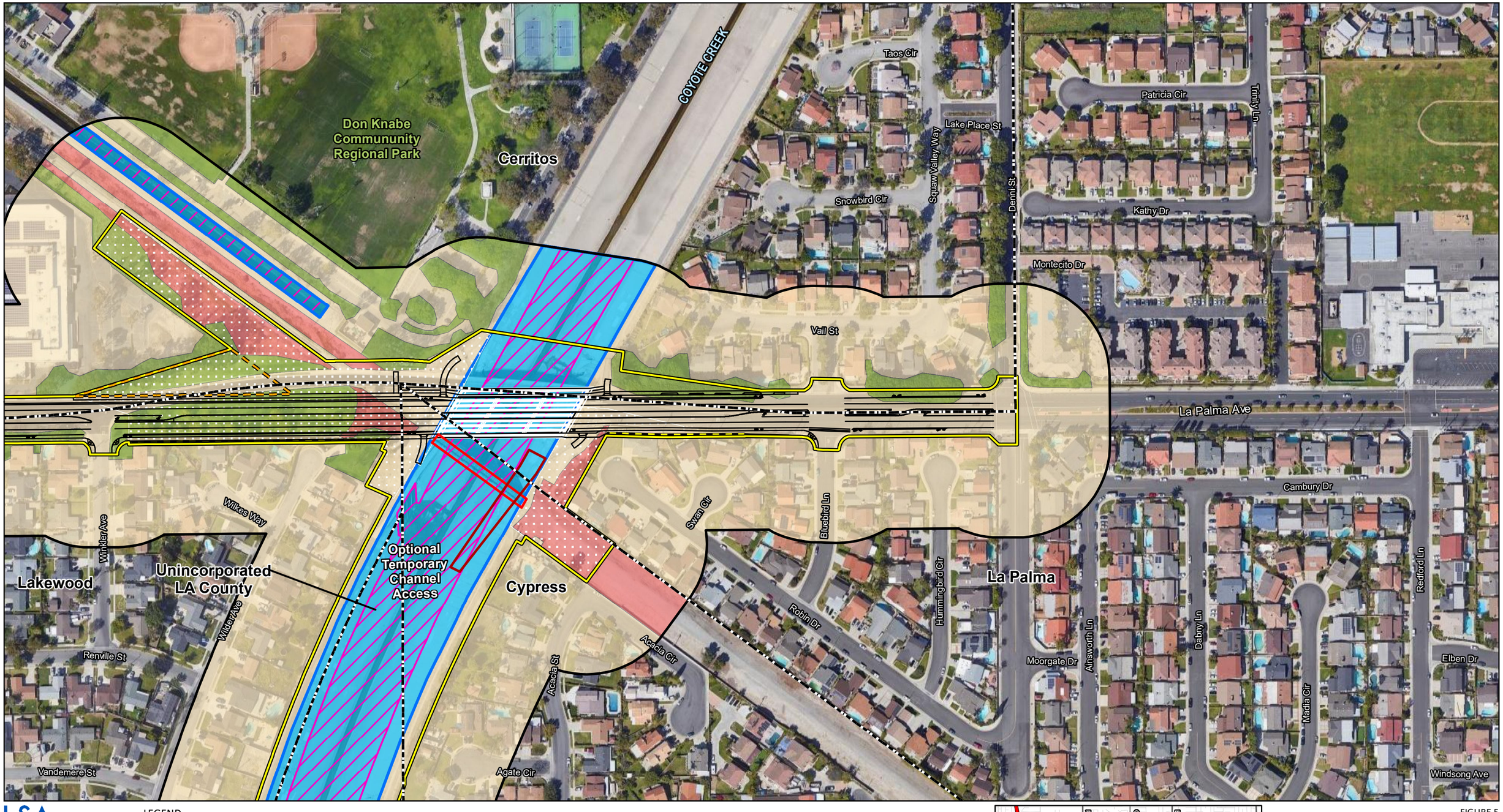
I:\KHA2001\GIS\MXD\Bio\NES\Impacts_Veg_JD.mxd (6/7/2022)

FIGURE 5

Sheet 3 of 5

Del Amo Boulevard Bridge Relocation and Signal Enhancement Project

Vegetation and Jurisdicational Impacts



LSA

LEGEND

- ProjectArea
- Biological Study Area - 200 ft Buffer

Jurisdictional Delineation

- Non-jurisdictional Feature
- USACE/RWQCB Non-Wetland Waters
- CDFW Jurisdictional Streambed

Vegetation

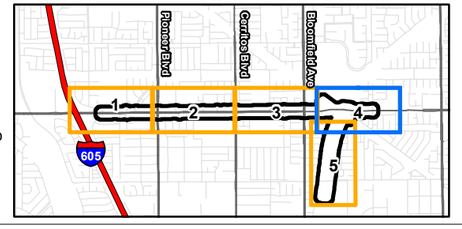
- Ornamental
- Disturbed/Barren
- Flood Control Channel
- Developed

Proposed Project Features

- Curb, Gutter, Landscaped Median, Sidewalk, and Striping
- Retaining Wall
- Limits of RR Bridge Removal
- Proposed Bridge

- Staging Area
- Proposed Landscaping
- Existing Ramp for Channel Access
- Optional Temporary Construction Access Ramp
- City Boundary

0 100 200
FEET



SOURCE: Google (2021); Kimley-Horn (2022)

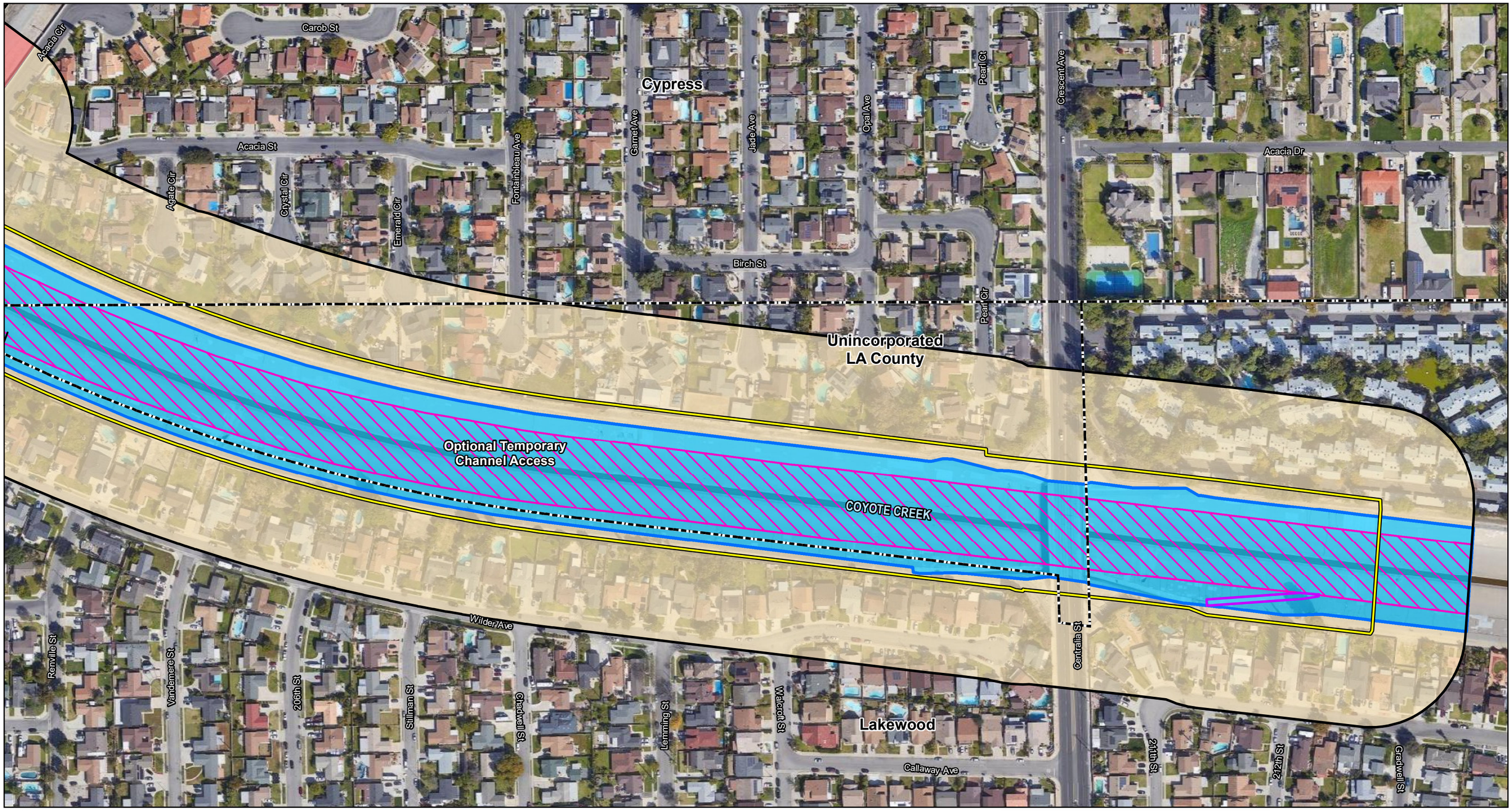
I:\KHA2001\GIS\MXD\Bio\NES\Impacts_Veg_JD.mxd (6/7/2022)

FIGURE 5

Sheet 4 of 5

Del Amo Boulevard Bridge Relocation and Signal Enhancement Project

Vegetation and Jurisdicational Impacts



LSA

LEGEND

- ProjectArea
- Biological Study Area - 200 ft Buffer

Jurisdictional Delineation

- Non-jurisdictional Feature
- USACE/RWQCB Non-Wetland Waters
- CDFW Jurisdictional Streambed

Vegetation

- Ornamental
- Disturbed/Barren
- Flood Control Channel
- Developed

Proposed Project Features

- Curb, Gutter, Landscaped Median, Sidewalk, and Striping
- Retaining Wall
- Limits of RR Bridge Removal
- Proposed Bridge

- Staging Area
- Proposed Landscaping
- Existing Ramp for Channel Access
- Optional Temporary Construction Access Ramp
- City Boundary

0 100 200
FEET

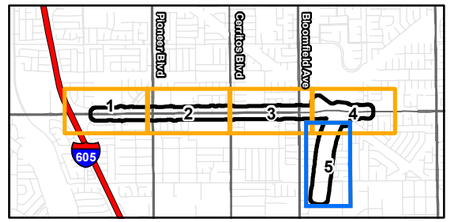


FIGURE 5

Sheet 5 of 5

Del Amo Boulevard Bridge Relocation and Signal Enhancement Project

Vegetation and Jurisdicational Impacts

SOURCE: Google (2021); Kimley-Horn (2022)

I:\KHA2001\GIS\MXD\Bio\NES\Impacts_Veg_JD.mxd (6/7/2022)

In order to avoid impacts to aquatic resources within Coyote Creek, standard Best Management Practices (BMPs) are necessary to protect water quality and prevent the spread of invasive species. Mitigation Measures BIO-1 and BIO-3 includes BMPs to prevent loose soil or pollutants associated with the proposed Project from inadvertently entering the channel to protect water quality.

Mitigation Measure BIO-2 includes BMPs to prevent the spread of invasive plant species that could degrade aquatic habitat areas.

Therefore, with implementation of Mitigation Measures BIO-1 through BIO-4, the proposed Project would not 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. Impacts would be less than significant with mitigation incorporated.

Compensatory Mitigation Measures

The following Compensatory Mitigation Measures (MM) would be adhered during construction of the proposed Project.

MM-BIO-1 **Construction Site Best Management Practices (BMPs).** All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland areas. The designated upland areas will be located in such a manner as to prevent any loose soil or spill runoff from entering jurisdictional waterways.

MM-BIO-2 **Invasive Species.** In order to prevent the spread of invasive species, any plants removed or soil disturbed during the course of construction should be contained and properly disposed off site. All mulch, topsoil, seed mixes, or other plantings used during landscaping activities and any erosion-control BMPs implemented will be free of invasive plant species seeds or propagules. No vegetation listed on the California Invasive Plant Council (Cal-IPC) inventory will be installed as part of the Project, and all plant palettes proposed for the Project will be reviewed by a Qualified Biologist during the Plans, Specifications, and Estimate (PS&E) phase.

MM-BIO-3 **Construction Water Quality BMPs.** In order to avoid impacts to water quality during construction, stormwater and erosion control BMPs are recommended to prevent loose soil or pollutants associated with the Project from inadvertently entering the drainage features located within and adjacent to the Biological Study Area (BSA). Example BMPs include silt fencing and straw wattle placed in such a manner that they are able to catch or filter sediment or other construction-related debris to prevent it from eroding into the channel.

RC-BIO-1 **Resource Agency Permits.** Prior to construction of the Project, the City Public Works Director or designee shall submit resource agency permit applications and obtain permit authorizations from the United States Army Corps of Engineers (USACE) (Section 404 Nationwide Permit authorization), CDFW (Section 1602 Streambed Alteration Agreement), and Regional Water Quality Control Board (Section 401 Water Quality Certification). The City Public Works Director or designee shall ensure compliance with all permit conditions.

d) ***No Impact.*** An Endangered Species Act Species List was obtained from the National Oceanic and Atmospheric Administration Fisheries Service (NOAA Fisheries) on July 21, 2021. An updated official species list was received on March 16, 2022, and is included in the NES(MI), which is available separately. No Essential Fish Habitat is present in the BSA, and a No Effect determination was made for the Federal Endangered Species Act (FESA) listed species identified during the literature review; therefore, no further consultation with NOAA Fisheries is anticipated to be required.

Wildlife movement within the BSA is limited to those species that occupy urban landscapes. Vegetated areas within the BSA have no connections to contiguous undeveloped lands or open space areas. The BSA does not contain native vegetation communities, riparian vegetation, or other commonly utilized corridors for wildlife movement. Wildlife movement of both small species such as reptiles and small mammals and larger species such as bobcats and coyotes is not expected to occur within the BSA. No wildlife crossings occur within the BSA. Implementation of the proposed Project is not expected to temporarily or permanently affect wildlife movement or decrease the functionality of any wildlife crossings; therefore, there would be no impacts to the movement of any native resident or migratory fish or wildlife species or to established native residents or migratory wildlife corridors caused by the proposed Project. No impact would occur, and no mitigation is required.

e) ***No Impact.*** Chapter 9.75 of the City of Cerritos Municipal Code provides regulations concerning the city's objective to create and maintain a community forest as an essential element of the city's character including the creation of the Property Preservation Commission which serves as the city's tree advisory board. Chapter 38, Section 38.3, of La Palma's Municipal Code creates a Tree Committee to advise the City Council on the types of trees to be planted, determine the tree-related needs of the city, and generally lead the tree preservation efforts for the city. The Project would remove 40 ornamental trees; most of these trees are proposed to be replaced within the proposed revegetation area to the northwest of the proposed Del Amo Boulevard Bridge alignment, west of Coyote Creek. There are no other local policies or ordinances protecting biological resources. Accordingly, the Project would not conflict with any local policies, regulations, or ordinances protecting biological resources or tree preservation policy. No impact would occur, and no mitigation is required.

f) ***No Impact.*** The Project area is not within the boundaries of any an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan. Therefore, the proposed Project would not conflict with the provisions of an adopted HCP, NCCP, or other approved conservation plan. No impacts would occur, and no mitigation is required.

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 §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

The Cultural Resource Assessment (CRA) (2022) and Historic Resources Assessment (HRA) (2022) were prepared by LSA for the proposed Project and are available separately. The section below is based on the results of these studies.

a) ***No Impact.*** A total of 25 historic period (50 years of age or older) built environment resources were identified in the HRA study area. The HRA study area includes properties that will be directly and indirectly impacted by the proposed Project. Direct impacts are physical impacts, while indirect impacts are typically related to changes in the setting. The 25 resources being evaluated include 21 single-family residences, 1 commercial property, 1 bridge, a segment of the Union Pacific Railroad (UPRR), and a segment of the Coyote Creek Channel. Intensive-level field surveys have been completed for each of these resources. In 1999, the UPRR in Los Angeles County was documented and recommended as eligible for listing in the National Register of Historic Places (National Register). Since then, individual segments of it have been formally evaluated as ineligible for listing in the National Register or California Register of Historical Resources (California Register). The small segment of the UPRR in the HRA study area, which includes a bridge, has been abandoned, and most of the tracks have been removed. It does not appear to retain enough integrity to meet the criteria for listing in the California Register. Based on work completed to date, none of the other built environment resources appear to meet the California Register criteria or applicable local criteria for historical significance. At this time, none of the 25 built environment resources appear to be "historical resources" as defined by CEQA, therefore, the proposed project would have no impact on a historical resource.

b) ***Less than Significant Impact with Mitigation Incorporated***. No known archaeological resources were identified in the proposed Project Area Limits (PAL) in the record search or survey as documented in the Archaeological Survey Report (ASR), included in the Cultural Resource Assessment available separately. As such, no archaeological resources are known to exist within the PAL, and the proposed Project would not result in any substantial adverse changes in the significance of a known archaeological resource as defined by CEQA. However, there is the potential to encounter unknown archaeological resources during construction activities. With implementation of MM-CUL-1, which requires the assessment of archaeological discoveries during construction, potential impacts to unknown archaeological resources are reduced to less than significant.

Mitigation Measure

The following Mitigation Measure (MM) would be adhered during construction of the proposed Project.

MM-CUL-1 If unknown potential cultural resources are found during construction activities, then work shall stop in the vicinity of the find until a qualified archaeologist can be contacted to assess the nature and significance of the find.

c) ***Less than Significant Impact.*** Based on a record search and survey of the PAL described in the ASR, no human remains are known within the PAL. If human remains are encountered during Project implementation, State Health and Safety Code Section 7050.5 and *State CEQA Guidelines* Section 15064.5(e)(1) state that no further disturbance shall occur to the area of the find until the County Coroner has made a determination of origin and disposition of the human bone pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately and shall make their determination within two working days of being notified. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) by phone within 24 hours, and the NAHC shall then immediately determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment of the remains within 48 hours of being granted access to the site. The MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment. Potential impacts to unknown human remains during construction is considered less than significant.

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

The Air Quality Report, prepared by LSA for the proposed Project, is available separately. The section below is based on the results of the Air Quality Report.

a) ***Less than Significant Impact.*** Sources of energy required for the proposed Project include transportation fuel for vehicle trips associated with construction equipment on site, and mobile trips to and from the proposed Project limits by construction workers, vendors, and soil hauling trucks, etc., during construction activities. Although energy in the form of fossil fuels used for construction vehicles and equipment would be used during site clearing, grading, and construction, this energy would be only temporarily consumed during construction and would not represent a significant demand on energy resources. Additionally, the equipment used would not be inordinately more energy intensive than any other equipment relative to the scope of work for the proposed Project, and would therefore not result in wasteful, inefficient, or unnecessary consumption of energy resources during proposed Project construction.

Typical operational energy consumption would be associated with fuel used for vehicle trips and electricity and natural gas use. However, the proposed Project is a roadway project that would construct nearly 2 miles of improvements along Del Amo Boulevard that include removing the existing railroad bridge and realigning the bridge that crosses Coyote Creek, traffic signal synchronization, traffic calming, and bicycle and pedestrian enhancements in order to improve operational efficiency along Del Amo Boulevard from I-605 to Denni Street. The proposed Project would therefore not generate additional vehicle trips through the proposed Project limits and would not increase fuel usage. The proposed Project includes pedestrian and bicycle safety improvements that would promote the use of alternative modes of transportation, which would allow for a decreased dependence on nonrenewable energy resources and a reduction in energy use. Operation of the proposed Project would not require the consumption of natural gas. Energy use consumed by the proposed Project would only be limited to electricity consumption associated with additional street lighting along the proposed Project segment, which would be minimal. Implementation of the proposed Project would not result in a long-term demand for electricity and natural gas nor would the proposed Project require new service connections or construction of new off-site service lines or substations to serve the proposed Project. The nature of proposed improvements would not require substantial amounts of energy for either construction or maintenance purposes. Therefore, the proposed Project would not use nonrenewable resources in a wasteful or inefficient manner, and energy impacts would be less than significant.

b) ***Less than Significant Impact.*** As stated above, the proposed Project would not generate additional vehicular trips or require operational electricity, natural gas, or vehicular fuel consumption. The

proposed Project would not incur any operation energy impacts other than the electricity used to power the new streetlights on the bridge, and the only sources for energy consumption during operation include fuel for construction equipment and mobile trips to and from the proposed Project limits for all workers on site. Additionally, these construction impacts would only be temporary, as construction is expected to last approximately 24 months, and as a result of the proposed Project, alternative modes of transportation would be encouraged through the increased connectivity and safety of pedestrian infrastructure, thereby reducing energy impacts further. As such, the proposed Project would not conflict with any State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

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? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soils, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The Paleontological Resource Assessment, prepared by LSA for the proposed Project, is available separately. A Preliminary Foundation Report prepared by Kimley-Horn and Associates, Inc. (Kimley-Horn) is available separately. Portions of the section below are based on the results of the Paleontological Resource Assessment and the Preliminary Foundation Report.

a) (i) ***No Impact.*** The proposed Project area is not within a State of California Alquist-Priolo Earthquake Fault Hazard Zone according to the California Department of Conservation California Geological Survey (CGS) Earthquake Zones of Required Investigation Map (DOC 2016). The closest Alquist-Priolo zoned fault is the Newport-Inglewood-Rose Canyon Fault Zone, located approximately 4.8 miles southwest of the proposed Project area (COC 2016). The closest Holocene-active fault is the Coyote Hills section of the Puente Hills Blind Thrust Fault, located approximately 3.25 miles northeast of the proposed Project area (Kimley-Horn 2020). Additionally, the proposed Project would not include residential or habitable structures and would therefore not result in a greater seismic risk to people. No active or potentially active faults are located in the proposed Project area vicinity, and therefore potential for ground rupture of an earthquake fault within the Project area is not expected.

(ii) ***Less than Significant Impact.*** The proposed Project is in a seismically active area of Southern California within close proximity to active faults of the San Andreas Fault System, in particular, closest to the Newport-Inglewood-Rose Canyon Fault Zone. The proposed Project area is not contained within nor does it intersect any active faults, and the Newport-Inglewood-Rose Canyon Fault is located approximately 4.8 miles southwest of the proposed Project area. In the event of a large earthquake that results from tectonic shifts on any of the major faults in the region or on any nearby faults, strong ground shaking on the proposed Project area should be expected.

Earthquakes occurring on faults closest to the proposed Project area would most likely generate the largest ground motion. The CGS Probabilistic Seismic Hazards Ground Motion Interpolator website was used to estimate peak ground accelerations at the proposed Project area in the event of a large regional or local earthquake (DOC 2020). Peak ground acceleration is the maximum ground acceleration that occurs during earthquake shaking at a single location and the units of acceleration are most commonly measured in terms of fractions of g, the acceleration due to gravity (9.80 m/sec^2). Peak ground acceleration at the proposed Project area is approximately 0.631 g, which corresponds to the presence of ground shaking.

A draft Preliminary Foundation Report was prepared for the proposed Project to evaluate the stability of the proposed bridge under static conditions. Although the site is likely to experience ground shaking within its lifetime, following the recommendations in accordance with Caltrans Seismic Design Criteria, Version 2.0for accelerated design response spectra set forth in the Geotechnical Investigation Report in the final proposed Project design would ensure that impacts from ground shaking would be less than significant.

(iii) ***Less than Significant Impact.*** Liquefaction occurs when saturated granular sediments temporarily lose their shear strength during periods of strong ground shaking. The susceptibility of a site to liquefaction is a function of the depth, density, and water content of the granular sediments, and the magnitude and frequency of earthquakes in the surrounding region. Saturated, unconsolidated silts, sands, and silty sands within 50 ft of the ground surface are most susceptible to liquefaction. Liquefaction results in lateral spreading, ground oscillation, loss of bearing strength, subsidence, and densification of soil resulting in vertical settlement of the ground.

According to the draft Preliminary Foundation Report prepared for the proposed Project, the area is located within a liquefaction hazard zone (Kimley-Horn 2020). An evaluation of the liquefaction potential at the proposed Project area is required and will be performed following the collection of site-specific information from the field exploration and laboratory testing program in accordance with MM-GEO-1 outlined below. The final project design would implement recommendations made by the Geotechnical Investigation Report that is required for the proposed Project. Therefore, the impacts from seismic-related ground failure, including liquefaction, would be less than significant.

Mitigation Measures

The following Mitigation Measure (MM) would be adhered to during construction of the proposed Project.

MM-GEO-1 The recommendations included in the draft Preliminary Foundation Report and the Geotechnical Investigation Report will be incorporated into the final design plans and specifications during final design by the final design engineer and the City.

SC-GEO-1 **Final Geotechnical/Baseline Report**: During preliminary and final design, a comprehensive geologic and geotechnical investigation will be conducted and design-level geotechnical/baseline reports will be prepared. This report will document and provide design recommendations for seismic hazards such as fault-induced ground rupture, ground shaking, co-seismic deformation, slope instability, seismic settlement, liquefaction, or related secondary seismic impacts that may be present along the alignment of the Project. The report will also provide design recommendations for geology-related constraints such as settlement, collapse potential, expansion, landslides, erosion, and naturally occurring gas. The performance standard for this report will be the geotechnical design standards of the Los Angeles County Metropolitan Transportation Authority (Metro), and/or the local jurisdiction, as applicable. The Project Engineer will incorporate the measures recommended in the design-level geotechnical report in the final design and project specifications. The Construction Contractor, as applicable, will implement the measures recommended in the design-level geotechnical reports as included in the project design and specifications.

(iv) ***Less than Significant Impact.*** The proposed Project is located within the Los Alamitos quadrangle, which is not a CGS Earthquake-Induced Landslide Hazard Zone (Kimley-Horn 2020). The topographic maps for the proposed Project area indicate that the site is relatively flat; in addition, there are slopes associated with the 20–25 ft difference between the channel bottom and ground surface at the top of the slope of the Coyote Creek streambank. Therefore, impacts related to the risk of loss, injury, or death involving landslides is less than significant.

b) ***Less than Significant Impact.*** Construction of the proposed Project, which includes drilling and excavation, could result in short term erosion at the proposed Project area. Construction vehicles and equipment may degrade and disturb soils, which may also be transported by wind. This proposed Project does not propose any new development, and would only realign Del Amo Boulevard, demolish the old railroad bridge, conduct signal enhancements, and reconstruct Coyote Creek Bridge. It is not anticipated that the proposed Project would result in substantial soil erosion, but temporary impacts may occur. As discussed in Section X threshold (a), the proposed Project would be constructed in compliance with a Construction Stormwater Pollution Prevention Plan (SWPPP), which includes Best Management Practices (BMPs) to reduce effects associated with erosion (Stormwater Pollution Prevention Plan 2021). The implementation of the SWPPP and associated BMPs would reduce potential erosion. Additionally, the National Pollutant Discharge Elimination System (NPDES) permit obtained for the proposed Project would require BMP measures to control erosion during construction. As discussed in the Water Quality Assessment Report and Section X, when operational BMPs are implemented in accordance with NPDES Permit requirements as stipulated in measures RC-WQ-3 and RC-WQ-4, the proposed Project would not result in long-term adverse operational impacts to water quality. Therefore, potential impacts would be less than significant.

c) ***Less than Significant Impact.*** The geotechnical report will be completed during final design, and the results will be reflected in the final plans and specifications for the proposed project in accordance with SC-GEO-1. According to the draft Preliminary Foundation Report prepared for the proposed Project, the site is located within a liquefaction hazard zone that has potential for lateral spreading along the 20–25 ft high streambanks of Coyote Creek (Kimley-Horn 2020). It is recommended that an evaluation of the liquefaction potential and lateral spreading magnitude be conducted in the form of a geotechnical report. Therefore, an evaluation of the liquefaction potential at the proposed Project area is required and will be performed following the collection of site-specific information from the filed exploration and laboratory testing program. The final Project design would implement

recommendations made by the Geotechnical Investigation Report that are required for the proposed Project, and therefore, impacts related to on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would be reduced to a less than significant level.

d) ***Less than Significant Impact.*** According to available geology maps, previous preliminary reports and available borings in the vicinity compiled by Kimley-Horn from more than 50 years ago, silty sand, sandy clay and sandy silt were indicated in the vicinity of the proposed Project area. Additionally, according to the Preliminary Foundation Report provided by Kimley-Horn, although the geotechnical characteristics of the on-site fill is not known, based on boring logs from a nearby investigation from 2020, it is anticipated that the onsite fill is similar to the results received during that investigation. The fill observed by the nearby investigation observed yellowish brown gravelly sand, fine to coarse grained, loose, dry in the upper two feet becoming moist and dense in depth. Native alluvial deposits were found beneath the fill with an estimated thickness of up to 39,000 feet. Although sandy clay has the potential to be expansive, there is no information to perform a qualitative review/analysis to provide a definitive answer on the existence of expansive soil without site specific borings. Due to the lack of observed major cracks/heaving from the existing pavement, curbs, and other structures in the vicinity of Del Amo Boulevard, it is unlikely that there are any expansive soils onsite, and therefore, impacts caused by expansive soils in the proposed Project area are less than significant.

e) ***No Impact***. The proposed Project does not involve the use of septic tanks or alternative wastewater disposal systems as sewers are available for the disposal of wastewater. Therefore, there would be no impacts, and no mitigation is required.

f) ***Less than Significant with Mitigation Incorporated.*** Geologic mapping and the geotechnical report indicate the proposed Project area contains Artificial Fill, which has no paleontological sensitivity, and Young Alluvium, Unit 2, which has low paleontological sensitivity to a depth of 10 ft and high paleontological sensitivity below that. While many excavation activities for this proposed Project are anticipated to extend less than 10 ft below the surface, installation of the new signals and signage will extend to 14 ft deep, and excavation for the new bridge piers and piles will extend to a maximum of 150 ft and 75 ft, respectively, as shown in Table C, below.

Table C: Anticipated Maximum Excavation Depths for Components of the Del Amo Boulevard Bridge Replacement and Signal Enhancement Project

Project Component	Depth (feet)
Bridge Piers (Including Piles)	150
Retaining Walls	4
Bike Path Underpass	2
Storm Drain Improvements	10
New Roadway	4
New Sidewalk and Driveways	1
New Signals and Streetlights	14

Source = Personal communication, Othman Elmezain, Kimley-Horn (March 8, 2022).

Given that excavation during development of this proposed Project is expected to extend into native deposits of the Young Alluvium, Unit 2, these activities have the potential to impact scientifically significant paleontological resources. Implementation of Mitigation Measures MM-PALEO-1 through MM-PALEO-3 would ensure that proposed Project impacts on paleontological resources would be reduced to a level that is less than significant.

Mitigation Measures

The following Mitigation measures (MMs) would be adhered to during construction of the proposed Project.

MM-PALEO-1 A paleontologist who meets the qualifications of established by the Society of Vertebrate Paleontology (SVP) shall be retained during final design and construction to develop a Paleontological Resources Impact Mitigation Program (PRIMP) for this project. The PRIMP shall be consistent with the standards of the SVP and include the methods that will be used to protect paleontological resources that may exist within the Project area, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading. The PRIMP shall be incorporated into the construction plans and specifications.

MM-PALEO-2 Excavation and grading activities in deposits with high paleontological sensitivity (i.e., Young Alluvium, Unit 2 below a depth of 10 feet) shall be monitored during construction by a qualified paleontological monitor following the PRIMP. No monitoring is required for excavations in deposits with no paleontological sensitivity (i.e., Artificial Fill). If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected, and the paleontologist or paleontological monitor shall be contacted to assess the find for scientific significance. If determined to be scientifically significant, the fossil shall be collected from the field.

MM-PALEO-3 During construction, collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository by a qualified paleontologist. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program shall be submitted to the Resident Engineer and City Engineer for incorporation into the project record.

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

The Air Quality Report (2022), prepared by LSA for the proposed Project which evaluated greenhouse gas emissions, is available separately. A portion of the section below is based on the results of the Air Quality Report.

a) ***Less than Significant Impact.*** The proposed Project would improve traffic flow without increasing the traffic volumes. Therefore, the proposed Project would have no adverse long-term regional vehicle air emission impacts. Automobile and truck volumes on Del Amo Boulevard would not substantially change as a result of the proposed Project. Consequently, it is expected that there would be no appreciable difference in overall greenhouse gas (GHG) emissions between the No Build and Build alternatives. Implementation of Standard Condition SC-AQ-1 would ensure that temporary project construction-related impacts on GHG emissions would be reduced to a level that is less than significant.

b) ***No Impact.*** Potential applicable GHG emissions reductions plans, strategies, policies, and regulations and sustainability policies are provided below in Table D.

Since it is expected that there would be no appreciable difference in overall GHG emissions between the No Build and Build conditions, the proposed Project it would not conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of GHGs. The proposed Project would remain compliant with the regulations and sustainability policies in Table D by constructing new bicycle and pedestrian facilities as well as by installing enhanced signal synchronization and HAWK signals. Therefore, there would be no impact on GHG emissions reductions, strategies, or regulations.

Table D: Regional Plans and Policies Related to Greenhouse Gases

Title	GHG Reduction Policies or Strategies
Southern California Association of Governments 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (adopted April 7, 2016)	• Preserve Our Existing System • Manage Congestion • Transportation Systems Management
Los Angeles County Community Climate Action Plan (CCAP)	**Land Use and Transportation** • LUT-1: Bicycle Programs and Supporting Facilities. Expands and improves facilities for cyclists. • LUT-2: Pedestrian Network. Improves pedestrian infrastructure to promote walking and access to transit. • LUT-3: Transit Expansion. Creates bus priority lanes and improves transit facilities and amenities. • LUT-7: Transportation Signal Synchronization Program. Enhances traffic signal synchronization. • LUT-11: Sustainable Pavements Program. Improves the efficiency of pavement rehabilitation.
Cerritos General Plan (Adopted January 6, 2004)	**Air Quality Element** • AQ-1.1 Cooperate with the South Coast Air Quality Management District, Gateway Cities Council of Governments and the Southern California Association of Governments in their effort to implement provisions of the region's Air Quality Management Plan, as amended. **Circulation Element** • CIR-7.1 Require proper spacing and interconnect traffic signals where feasible to maximize the smooth progression of traffic flows and to minimize delay and stop and go conditions • CIR-7.4 Evaluate the use of protected-permissive left-turn phasing at appropriate intersections, to reduce vehicle delay during off-peak periods. • CIR-8.3 Provide adequate lane width and capacity, and reduce travel time on streets utilized by fixed-route transit.

GHG = greenhouse gas

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?	☐	☐	☒	☐
b) Create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
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 environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the Project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

An Initial Site Assessment (ISA) was prepared for the proposed project by Kimley-Horn & Associates (2022) to review, evaluate, and document present and past land uses and practices, and visually examine Project conditions to identify Recognized Environmental Conditions (RECs) and is available separately. The results and conclusions of the ISA are summarized herein.

a) ***Less than Significant Impact.*** There are several different hazardous materials that may be emitted through the transport and disposal of materials related to the removal of the existing railroad bridge and Del Amo Boulevard bridge, the roadway realignment, and the overall proposed Project construction.

After reviewing historical reports, it was found that there is the potential for Polycyclic Aromatic Hydrocarbons (PAHs), petroleum hydrocarbons, metals, and herbicides to be present in the shallow soils in the vicinity of the former railroad tracks. The wooden ties used in the railroad tracks was also likely treated and potentially contains chromated arsenic, copper naphthenate, or pentachlorophenol. There is the potential for Aerially Deposited Lead (ADL) to be present in the shallow soils on the road that has been present in the location of Del Amo Boulevard. Additionally, although most of the proposed Project area has been redeveloped since being used for agricultural purposes in the past, there is the potential for residual pesticides and arsenic to be present in shallow soils. As specified in SC-HAZ-1, soil sampling will be conducted to determine the presence of ADLs, PAHs, petroleum hydrocarbons, metals, and herbicides in the vicinity of the former railroad tracks. RC-HAZ-3 will be conducted to determine the disposal and handling of wooden railroad ties.

Reconnaissance of the proposed Project area and vicinity was also performed to assess and photograph present conditions. The potential exists for polychlorinated biphenyls (PCBs) to be present in the electrical equipment within the proposed Project area and for asbestos-containing materials (ACMs) and lead-based paint (LBP) to be present in bridge structures. Lead chromate was also used in yellow traffic paint and thermoplastic material in the striping/markings in the proposed Project area. SC-HAZ-2 shall be implemented to ensure that PCBs are handled and disposed of in accordance with utility requirements. RC-HAZ-1 will ensure ACM testing and treatment is conducted in conformance with the USEPA NESHAP 40 CFR Part 61, Subpart M, and SCAQMD Rule 1403. Additionally, a LBP survey shall be performed in accordance with the California Department of Public Health (CDPH) guidelines.

For the proposed Project, the contractor would be responsible for ensuring compliance with all federal, State, and local laws regarding storage, handling, transportation, and disposal of hazardous wastes. Wastes would be stored in sealed and labeled containers, which are kept in temporary containment facilities at the designated staging area at the proposed Project area. The containment facility would provide a spill containment volume equal to 1.5 times the volume of all containers and would be impervious to the materials contained for a minimum contact time of 72 hours. Wastes would be disposed of by a licensed hazardous waste transporter at an authorized and licensed disposal facility or recycling facility utilizing properly completed Waste Manifest forms within 90 days of being generated. Chemicals would be stored in watertight containers (with appropriate secondary containment to prevent any spillage or leakage) or in a storage shed (completely enclosed). Procedures to effectively address hazardous and non-hazardous spills would be implemented. A spill response and implementation element of the Stormwater Pollution Prevention Plan (SWPPP) would be developed prior to commencement of construction activities, as specified in RC-WQ-1. The SWPPP requires that equipment and materials for cleanup of spills shall be available on site and that spills and leaks shall be cleaned up immediately and disposed of properly; and that appropriate spill response personnel are assigned and trained.

Due to high groundwater levels in the project area, groundwater dewatering may be required during construction. As specified in Compliance Measure RC-WQ-5 and Compliance Measure RC-WQ-6, groundwater dewatering during construction would be conducted in accordance with the requirements of the Los Angeles County and Orange County Waste Discharge Requirements for discharges of groundwater from construction activities to surface waters.

With implementation of standard conditions SC-HAZ-1 and SC-HAZ-2 and regulatory compliance measures RC-HAZ-1 through RC-HAZ-3 and RC-WQ-1, RC-WQ-5, and RC-WQ-6, potential construction- and demolition-related hazardous materials impacts would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

Regulatory Compliance Measures and Standard Conditions

The following Regulatory Compliance (RC) Measures and Standard Conditions (SC) would be adhered to during construction of the proposed Project. As articulated above, additional RC measures in Section X, Hydrology and Water Quality (RC-WQ-1, RC-WQ-5, and RC-WQ-6), would also apply to hazardous material concerns for the proposed Project.

SC-HAZ-1 **Soil Sampling.** Prior to construction activities, soil sampling for the presence of ADL, PAHs, petroleum hydrocarbons, metals, and herbicides shall be performed by the City's licensed contractor in unpaved locations of the proposed Project area including in the vicinity of

the former railroad tracks. Should lead be detected in the soil samples, a lead compliance plan shall be prepared prior to the start of the construction activities.

SC-HAZ-2 **Removal of Electrical Utilities.** Prior to construction activities, if it is determined that the removal of transformers or electrical utility infrastructure is required as a part of the proposed Project, the City or City's contractor shall notify the local utility company for proper testing and removal.

RC-HAZ-1 **ACM and LBP Survey.** Prior to construction activities, an ACM survey shall be performed by a Certified Asbestos Consultant in conformance with the USEPA NESHAP 40 CFR Part 61, Subpart M, and SCAQMD Rule 1403. The LBP survey shall be performed by a DOSH certified lead inspector in accordance with the CDPH guidelines.

RC-HAZ-2 **Paint Removal.** During demolition, removal of the yellow traffic striping/markings and other colors of paint shall be performed by the City's licensed contractor in accordance with Caltrans' Standard Special Provision XE "84-9.03_A10-30-15_2015".

RC-HAZ-3 **Wood Sampling.** During demolition, the wood used for the railroad tracks shall be handled by the City's licensed contractor consistent with Caltrans SSP 14-11.14.

b) ***Less than Significant Impact.*** An accidental release of a potentially harmful or hazardous material onto asphalt or pavement covered roads and surfaces would not directly affect soil or water quality, and since the majority of the proposed Project area is asphalt-paved, the risk of the release of a hazardous material infiltrating the soil or affecting groundwater is minimized. However, in the event of an accidental leak or spill of hazardous materials into the environment, as stated in Response IX (a) above, the SWPPP which includes standard response plans for accidental releases would be followed to ensure that impacts remain less than significant.

c) ***Less than Significant Impact.*** As stated previously, there are eleven schools within a 0.5-mile radius of the proposed Project area. There are different hazardous materials that may be emitted through the transport and disposal of materials related to the demolition of the existing Coyote Creek bridge and railroad bridge and the construction of the new double bridge. However, with proper management and profiling of these materials, impacts would be less than significant. As stated in Responses IX (a) and IX (b) above, proper measures would be taken to ensure that the presence of the hazardous materials is investigated prior to removal of any infrastructure, that all potentially hazardous materials are profiled and managed accordingly, and that federal and State standards are complied with for the handling of these materials. The operation of the proposed Project improvements would pose no greater risk of emitting hazardous emissions than those currently occurring today. Therefore, impacts related to the hazardous emissions and handling of hazardous or acutely hazardous substances or waste within 0.25 mile of an existing or proposed school would be less than significant.

d) ***Less Than Significant Impact.*** The proposed Project area is not listed on the Cortese List (Government Code Section 65692.5) or listed in the Site Mitigation and Brownfields Reuse Program Database, as maintained by the California Department of Toxic Substances Control (DTSC) Envirostor database (ESA), and the proposed Project area is not located on a site that would create or result in a significant hazard to the public or to the environment. Further, there are no hazardous materials sites in the Cities of Cerritos, Lakewood, Cypress, or La Palma.

However, former operations in several properties in the proposed Project vicinity indicate that there may potentially be residual contaminants in the proposed Project area. Databases published by Federal, State, and local regulatory agencies were reviewed to identify businesses and properties that handle hazardous substances or waste or that are at the known location of a release of hazardous substances to soil or groundwater. There are four properties that were identified on the proposed Project area whose former operations could have potentially impacted the soil, soil vapor, and groundwater beneath the proposed Project area. These include a former dry cleaner, a former ARCO service station, a former dump, and a former landfill. With implementation of standard conditions SC-HAZ-3 and SC-HAZ-4, potential construction- and demolition-related hazardous materials impacts would not result in a significant hazard to the public or environment, and impacts would be less than significant.

Standard Conditions

The following Standard Conditions (SCs) would be adhered to during construction of the proposed Project.

SC-HAZ-3 **Testing for Contaminants in Soils and Air Monitoring.** During construction activities, soil anticipated to be disturbed in the vicinity of the existing Target Store, located on the northeast corner of Bloomfield Avenue and Del Amo Boulevard, and the retail strip mall located on the southeast corner of Bloomfield Avenue and Del Amo Boulevard shall be tested for contaminants by the City or City's contractor. Should impacts to soil (as evidenced by staining and/or odors) be encountered in other areas during construction activities, the Resident Engineer overseeing construction shall stop work until a hazardous waste specialist is able to assess the soil for proper handling. Air quality permits may be required in these areas and air monitoring shall also be performed during construction activities.

SC-HAZ-4 **Soil, Groundwater, and Soil Vapor Testing.** Prior to demolition and construction activities, soil, groundwater, and soil vapor beneath the bridges and in the area adjoining the Don Knabe Community Regional Park may have been impacted by former landfill operations beneath the park, and therefore, soil, groundwater, and soil vapor testing shall be performed by the City or the City's contractor along the boundary with the park to assess if the former landfill has Project area subsurface impacts.

e) ***Less than Significant Impact.*** The proposed Project is located within the Joint Forces Training Base Los Alamitos (JFTB) airport influence area (Airport Environs Land Use Plan [AELUP] and Federal Aviation Regulations [FAR] Part 77, Notification Area for JFTB Los Alamitos, 2017). The JFTB is located approximately 3.5 miles south of the proposed Project area. According to FAR Title 14 Part 77, any construction that exceeds an imaginary surface extending outward and upward at a slope of 100 to 1 that is located within 20,000 ft of a public use or military airport with at least one runway more than 3,200 ft must file notice with the Federal Aviation Administration (FAA) at least 45 days prior to beginning construction. The proposed Project only includes roadway improvements that would remain compliant with Part 77 and would not result in any construction at a slope of 100 to 1. Therefore, impacts would be less than significant.

f) ***Less than Significant Impact.*** The proposed Project area is served by the Los Angeles County Fire Department (LACFD) and the Orange County Fire Authority (OCFA) for fire protection, medical, and emergency and rescue services. Proposed Project construction would involve roadway improvements to Del Amo Boulevard and removal of the existing bridge over Coyote Creek and the abandoned railroad bridge, as well as construction and realignment of a new bridge crossing Coyote Creek.

Although proposed project construction would include temporary closures of Del Amo Boulevard, the goal would be to keep the road operational in both directions during the demolition of the existing bridge and construction of the new bridge. Additionally, short-term roadway closures would be necessary, but these would be done at night or during off-peak hours and access to all businesses and residences would be maintained. In the event of an emergency where evacuation of the public is necessary, Del Amo Boulevard is indicated as an emergency evacuation route for the City of Lakewood (Lakewood General Plan, Safety Element 1996). The proposed Project does not involve any road closures or detours, although it does plan for temporary lane closures during construction. According to the Preliminary Transportation Management Plan (TMP) Memorandum which is required by MM-TRAN-1, any closure would require public outreach and proper advance notification when they occur. Access to all properties would be maintained throughout the duration of the proposed Project construction and after completion. The phasing approach for demolishing the Coyote Creek Bridge and reconstructing the new bridge would also ensure that Del Amo Boulevard remains operational in both directions during construction. Therefore, implementation of the proposed Project would not impair or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

g) ***No Impact.*** According to the California Department of Forestry and Fire Protection's (CAL FIRE) Fire Hazard Severity Zone Viewer, the proposed Project is not located within or near a High or a Very High Fire Hazard Severity Zone in either a State Responsibility Area or a Local Responsibility Area (CAL FIRE 2020. Additionally, according to the County of Los Angeles Wildfire Hazard Map, the proposed Project area is not located in a fire hazard severity zone. Therefore, the proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. There would be no potential impacts associated with wildland fires, and no mitigation is necessary.

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

The analysis provided in this section is based on the Water Quality Assessment Report (LSA 2022), which is available separately.

a) ***Less than Significant Impact***. Pollutants of concern during construction include sediment, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction. Any of these pollutants have the potential to be transported via storm water runoff into receiving waters.

During construction, the total disturbed area would be approximately 3.43 acres. Projects that disturb greater than 1 ac of soil are required to obtain coverage under California Statewide Construction General Permit (CGP) Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ and 2012-0006-DWQ, NPDES No. CAS000002 as specified in Compliance Measure RC-WQ-1. Pursuant to the requirements of the CGP, a SWPPP is required to be prepared and Construction BMPs implemented during construction. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site as well as Good Housekeeping BMPs designed to prevent and contain spills and leaks and prevent discharge of

construction debris and waste into receiving waters. The proposed project is also required to comply with the provisions of the Los Angeles County Code of Ordinances, Stormwater and Runoff Pollution Control (Title 12, Chapter 12.80), the Orange County Municipal Code, Stormwater Management and Urban Runoff (Division 1, Section 9-1-50) and the Stormwater and Runoff Pollution Control Code of Ordinances for the Cities of Cerritos (Chapter 6.32, Section 6.32.055), Lakewood (Section 5800), La Palma (Chapter 34, Article III, Section 34-223), and Cypress (Chapter 13, Article IV, Section 13-23).

During construction, it will be necessary to work in the Coyote Creek channel. Construction activities will occur year-round, and therefore it is likely that water will be encountered during construction. If water is present in Coyote Creek during construction activities within the channel, the contractors would be required to implement Compliance Measure RC-WQ-2, which requires implementation of a Surface Water Diversion Plan (SWDP). The SWDP would provide details and information on actions to be implemented to divert surface water in the construction area and protect water quality during construction activities.

Adherence to the requirements of the CGP, including preparation of a SWPPP and implementation of construction BMPs, the preparation of a SWDP to protect water quality while working in Coyote Creek, and compliance with all relevant County and City Municipal Codes address pollution in stormwater runoff, would ensure that the proposed project would not degrade surface water quality during construction.

Infiltration of stormwater can have the potential to affect groundwater quality in areas of shallow groundwater. Studies have shown that Groundwater likely occurs at depths of approximately 8-20 ft below ground surface (bgs). Pollutants in stormwater are generally removed by soil through absorption as water infiltrates. Therefore, in areas of deep groundwater, there is more absorption potential and, as a result, less potential for pollutants to reach groundwater. While the groundwater is shallow in this location, because of the extent of existing impervious surface at the project area, minimal groundwater infiltration occurs in the existing condition and, therefore, little to no groundwater infiltration is anticipated during construction. Furthermore, the proposed project is required to implement a SWPPP and implement BMPs during construction, which would limit the pollutants in stormwater runoff that is infiltrated. Therefore, project construction would not substantially degrade groundwater quality.

Due to high groundwater levels in the project area, groundwater dewatering may be required during construction. As specified in Compliance Measure RC-WQ-5 and Compliance Measure RC-WQ-6, groundwater dewatering during construction would be conducted in accordance with the requirements of the Los Angeles County and Orange County Waste Discharge Requirements for discharges of groundwater from construction activities to surface waters. These orders require water sampling, analysis, treatment (if required), and reporting of dewatering related discharges of groundwater extracted during construction prior to its release into surface waters to ensure that effluent limitations for constituents are not exceeded. As a result, groundwater dewatering during project construction would not introduce pollutants to receiving waters or violate water quality standards or waste discharge requirements. Adherence to Compliance Measure RC-WQ-5 Compliance Measure RC-WQ-6 would ensure that if dewatering is required during construction, the proposed project would not degrade water quality.

Pollutants of concern during operation of the proposed project include suspended solids/sediments, nutrients, pesticides, heavy metals, oil and grease, toxic organic compounds, and trash and debris. The proposed project would result in a net increase in impervious surface area of approximately 1.36

ac. An increase in impervious surface area would increase the volume of runoff during a storm, which would increase the amount of pollutants discharged into downstream receiving waters. In addition, an increase in impervious surface area would increase the total amount of pollutants in stormwater runoff, which would increase the amount of pollutants traveling to on-site drainages and downstream receiving waters.

Operation of the proposed project would be subject to the requirements of the Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4 (Los Angeles County MS4 Permit), Order No. R4-2012- 0175, NPDES Permit No. CAS004001, as amended by Order Nos. WQ 2015-0075 and R4-2012-0175-A01 and the Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County, Order No. R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062, as described in Compliance Measure RC-WQ-3 and Compliance Measure RC-WQ-4 respectively.

The Los Angeles County MS4 Permit requires preparation of a Low Impact Development Plan (LID) and implementation of BMPs. Preparation of a project specific LID and implementation of BMPs would also address the requirements of the Orange County MS4 Permit. A Preliminary Low Impact Development Plan (LID Plan) was prepared and can be found in Appendix D. The LID Plan specifies the use of BMPs at each of the catch basins to treat stormwater runoff before it is discharged to City and County storm drains. Since other studies and past investigations have shown that groundwater may be shallow at depths of 8 to 20 feet below ground surface, this may not allow for infiltration solutions. Infiltration BMPs require a minimum of 10 feet of separation between the bottom of infiltration and groundwater. In the design phase, this will be determined with infiltration testing. If infiltration or retention-based BMPs are determined to be infeasible during the design phase, biofiltration, and then treatment based BMPs will be considered.

The proposed BMPs in the LID Plan would treat stormwater runoff from 5.92 ac, which is more than 100 percent of the new impervious surface area of 1.36 ac. Therefore, through compliance with the applicable MS4 requirements and implementation of BMPs during operation of the proposed project, as stipulated in Compliance Measure RC-WQ-3 and Compliance Measure RC-WQ-4, project operations would result in a less than significant impact associated with the violation of surface water quality standards or waste discharge requirements.

As discussed previously, infiltration of stormwater could have the potential to affect groundwater quality in areas of shallow groundwater. However, due to the extent of existing impervious surface and the lack of infiltration in the existing condition combined with the proposed BMPs that will be implemented to protect water quality, any stormwater that may infiltrate during operation would not negatively impact groundwater quality.

Regulatory Compliance Measures

The following Regulatory Compliance (RC) Measures would be adhered to during construction of the proposed Project.

RC-WQ-1 **Construction General Permit.** Prior to commencement of construction activities, the City of Cerritos shall obtain coverage under the *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit)* NPDES No. CAS000002, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ, or any other subsequent permit. This shall include submission of Permit Registration Documents (PRDs), including permit application fees, a Notice of Intent (NOI), and other compliance-related documents required by the permit, to the State Water Resources Control Board via the Storm Water Multiple Application and Report Tracking System (SMARTS). Construction activities shall not commence until a Waste Discharge Identification Number (WDID) is obtained for the project from SMARTS. Project construction shall comply with all applicable requirements specified in the Construction General Permit, including but not limited to, preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of construction site Best Management Practices (BMPs) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate risk level identified for the project. All work shall conform to the Construction Site BMP requirements specified in the latest edition of the California Department of Transportation (Caltrans) *Storm Water Quality Handbooks: Construction Site Best Management Practices Manual* to control and minimize the impacts of construction and construction-related activities, materials, and pollutants on the watershed. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and shall include Construction BMPs (e.g., Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site and Good Housekeeping BMPs designed to prevent and contain spills and leaks) and prevent discharge of construction debris and waste into receiving waters. Upon completion of construction activities and stabilization of the site, a Notice of Termination (NOT) shall be submitted via SMARTS.

RC-WQ-2 **Surface Water Diversion Plan.** During final design, the City of Cerritos shall ensure that a Surface Water Diversion Plan (SWDP) is prepared. The SWDP shall provide details and information on actions to be implemented to divert surface water in the construction area. The construction contractor shall adhere to the requirements specified in the SWDP.

RC-WQ-3 **Los Angeles County MS4 Permit.** During final design, the City of Cerritos shall ensure that a final Standard Urban Stormwater Mitigation Plan/Low Impact Development Plan (SUSMP/LID Plan) is prepared in compliance with the requirements of the *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4* (Los Angeles County MS4 Permit), Order No. R4-2012-0175, NPDES Permit No. CAS004001, as amended by Order Nos. WQ 2015-0075 and R4-2012-0175-A01.

RC-WQ-4 **Orange County MS4 Permit.** During final design, the City of Cerritos shall ensure that a final SUSMP/LID Plan is prepared in compliance with the requirements of *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County,* Order No. R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062.

RC-WQ-5 **Los Angeles County Groundwater Permit.** At least 45 days prior to groundwater dewatering activities, the City of Cerritos shall submit an NOI to the Los Angeles Regional Water Quality Control Board (RWQCB) to obtain coverage under the *Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watershed of Los Angeles and Ventura Counties* (Groundwater Discharge Permit), Order No. R4-2018-0125, NPDES No. CAG994004. The construction contractor shall comply with the requirements of Order No. R4-2018-0125, NPDES No. CAG994004. Groundwater dewatering activities shall comply with all applicable provisions in the Groundwater Discharge Permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, a NOT shall be submitted to the Los Angeles RWQCB.

RC-WQ-6 **Orange County Groundwater Permit.** At least 45 days prior to groundwater dewatering activities, the City of Cerritos shall submit an NOI to the Santa Ana RWQCB to obtain coverage under the *General Waste Discharge Requirements for Discharges to Surface Waters That Pose an Insignificant (De Minimis) Threat to Water Quality* (Groundwater Discharge Permit), Order No. R8-2020-0006, NPDES No. CAG998001. The construction contractor shall comply with the requirements of Order No. R8-2020-0006, NPDES No. CAG998001. Groundwater dewatering activities shall comply with all applicable provisions in the Groundwater Discharge Permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, a NOT shall be submitted to the Santa Ana RWQCB.

b) ***Less than Significant Impact.*** Groundwater is located at a depth of approximately 8 to 20 ft below ground surface (bgs) in the vicinity of the proposed Project area. Excavation would exceed 50 ft (bgs), which is below the level of groundwater; therefore, groundwater dewatering would be required during construction. Groundwater dewatering activities during construction would be limited to removing only the water necessary to keep the site dry for excavating and removing/installation bridge piers and would cease following the completion of construction. It is not anticipated that the volume of groundwater extracted during dewatering activities would be substantial in comparison to the overall volume of the groundwater basin. Furthermore, once construction of the new bridge is complete, operational activities associated with the proposed project would not require groundwater extraction. Therefore, construction activities associated with the proposed project would result in a less than significant impact associated with the depletion of groundwater supplies or interference with groundwater recharge.

Project operation would not require groundwater extraction. However, implementation of the proposed project would increase impervious surface area by 1.36 acres. An increase in impervious surface area decreases infiltration, which can decrease the amount of water that is able to recharge the aquifer/groundwater. However, a majority of the project area is currently impervious and, therefore, minimal infiltration occurs in the existing condition. Additionally, the increase in impervious surface area of 1.36 acres is minimal compared to the size of the watershed, which is approximately 441,000 acres (Los Angeles Regional Water Quality Control Board 2019). Therefore, operation of the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and the impact would be less than significant.

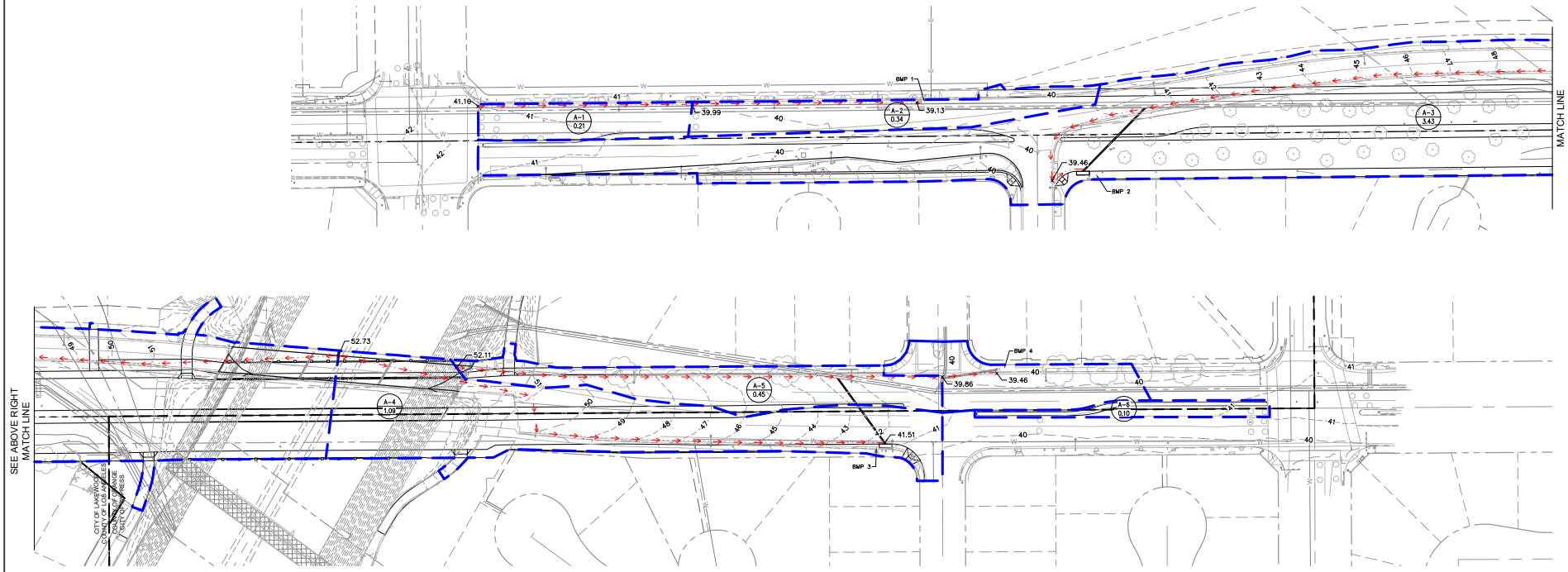
c) ***(i) Less than Significant Impact.*** During construction activities, approximately 3.43 acres of area would be disturbed and excavated soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased

potential for soil erosion and transport of sediment downstream when compared with existing conditions. Additionally, during a storm event, soil erosion could occur at an accelerated rate. As discussed above and specified in Compliance Measure RC-WQ-1, the Construction General Permit requires preparation of a SWPPP and implementation of construction BMPs to reduce impacts to water quality during construction. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site. Refer to Figure 6, LID Exhibit, for a map of all drainage areas in the proposed Project area and surrounding vicinity.

If water is present in Coyote Creek during construction activities, implementation of Compliance Measure RC-WQ-2 would be required. Compliance Measure RC-WQ-2 requires implementation of a Surface Water Diversion Plan (SWDP), which would provide details and information on actions to be implemented to divert surface water in the construction area and protect water quality during construction activities. Separating construction activities from the river flow and channelizing the flow would reduce the potential for sediments to enter the creek. Coyote Creek is a concrete lined channel and therefore direct impacts associated with erosion and siltation during work in the creek is not anticipated. Adherence to of Compliance Measure RC-WQ-1 and of Compliance Measure RC-WQ-2 would ensure that construction of the proposed project would result in a less than significant impact related to altering the existing drainage pattern of the project area during construction activities in a manner that would result in substantial erosion or siltation onsite or offsite.

The proposed project would result in a net increase of impervious surface area of 1.36 acres, which would decrease infiltration and increase the volume of runoff during a storm, which can more effectively transport sediments to receiving waters. According to the Preliminary Hydrology Analysis Memorandum (Kimley-Horn 2022) prepared for the proposed Project, the proposed drainage system would match the existing drainage patterns. Additionally, Operational BMPs would reduce stormwater runoff and reduce the discharge of pollutants of concern to the maximum extent practicable by targeting and reducing pollutants of concern in compliance with the Los Angeles County and Orange County MS4 Permit requirements. Further, Coyote Creek is a concrete channel and is not susceptible to hydromodification. Therefore, increasing flow to this channel would not change sediment transport or increase downstream erosion and accretion. By preserving the existing drainage pattern and including BMPs to reduce peak stormwater flows, stormwater flow would be similar to existing conditions. Therefore, the proposed Project would not substantially alter the on-site existing drainage pattern through erosion or siltation, and impacts would be less than significant.

(ii) Less than Significant Impact. During construction, soil would be disturbed and compacted, and drainage patterns would be temporarily altered, which can increase the volume and velocity of stormwater runoff and increase the potential for localized flooding compared to existing conditions. As discussed above and as specified in Compliance Measure RC-WQ-1, the CGP requires the preparation of a SWPPP and implementation of construction BMPs to control and direct surface runoff onsite. With adherence to RC-WQ-1, construction impacts related to altering the existing drainage pattern of the site or area or increasing the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite would be less than significant.



LEGEND

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY
- CITY BOUNDARY
- COUNTY BOUNDARY
- DRAINAGE/TRIBUTARY AREA
- SD — PROPOSED STORM DRAIN PIPE
- EXISTING STORM DRAIN PIPE
- FLOW PATH

LID SUMMARY

TECHNICAL INFEASIBILITY:	GROUNDWATER AT 10 FT BGS	DESIGN STORM:	85TH PERCENTILE (0.8 IN)
DRAINAGE AREA	AREA (SQ. FT.)	SWQDV (CF)	LID SOLUTION
A-1, A-2	23919	1414	BMP#1 – PROPRIETARY BIOFILTRATION
A-3	149340	8812	BMP#2 – PROPRIETARY BIOFILTRATION
A-4	47566	2800	BMP#3 – PROPRIETARY BIOFILTRATION
A-5, A-6	24061	2184	BMP#4 – PROPRIETARY BIOFILTRATION

LSA

FIGURE 6

N

0 50 100

FEET

SOURCE: Kimley Horn

Del Amo Boulevard Bridge Replacement and Signal Enhancement Project

LID Exhibit

I:\KHA2001\G\LID_Exhibit.ai (4/18/2022)

As discussed above, the proposed project would permanently increase the impervious surface area by 1.36 ac. The proposed project would maintain the overall on-site drainage patterns and continue to direct surface water to catch basins that flow into the city and county storm drains. All new proposed storm drain pipes and structures will be sized during final design to convey the proposed peak flows per Table E, below.

Table E: Proposed Conditions Peak Flow Rates

DMA	Area (acres)	Imperviousness (%)	Peak Flow Rate (cfs)	Jurisdiction
A-1	0.21	97	0.37	Los Angeles County
A-2	0.34	97	0.67	Los Angeles County
A-3	3.43	91	6.28	Los Angeles County
A-4	1.09	89	4.52	Orange County
A-5	0.45	92	0.69	Los Angeles County
Total	**5.52**	**--**	**12.53**	**--**

cfs = cubic feet per second
DMA = Drainage Management Area

Therefore, the proposed project would not alter the existing drainage pattern of the site or area or increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite to a less than significant level.

(iii) Less than Significant Impact. Earthwork activities would compact soil (which can increase stormwater runoff during construction), drainage patterns would be temporarily altered during grading and other construction activities, and construction-related pollutants (e.g., liquid and petroleum products and concrete-related waste) could be spilled, leaked, or transported via storm runoff into adjacent drainages and into downstream receiving waters. The proposed project would be required to implement RC-WQ-1, the Construction General Permit which require preparation of a SWPPP and implementation of construction BMPs to control storm water runoff, including the discharge of pollutants. With adherence to RC-WQ-1, potential impacts related to the creation or contribution of runoff which would exceed the capacity of the storm water drainage system or provide substantial additional sources of polluted runoff would be less than significant.

Groundwater dewatering may be required during construction. Groundwater may contain pollutants that could affect surface water quality. As specified in RC-WQ-5 and RC-WQ-6, groundwater dewatering during construction would be conducted in accordance with the requirements of the *Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watershed of Los Angeles and Ventura Counties* (Groundwater Discharge Permit), Order No. R4-2018-0125, NPDES No. CAG994004 and the *General Waste Discharge Requirements for Discharges to Surface Waters That Pose an Insignificant (De Minimis) Threat to Water Quality* (Groundwater Discharge Permit), Order No. R8-2020-0006, NPDES No. CAG998001. With adherence to RC-WQ-5 and RC-WQ-6, potential impacts associated with the introduction of substantial sources of polluted runoff from groundwater dewatering during construction would be less than significant.

Operation of the proposed project would result in a permanent increase of 1.36 ac of impervious surface area compared to existing conditions. The proposed project would match drainage patterns and areas to that of existing conditions. In the existing conditions, runoff from the northern drainage areas A-1, A-2, and A-5 is collected in catch basins and then flows east along city of Cerritos drains until it discharges into the Coyote Creek Channel and eventually the San Gabriel River. Runoff from drainage area A-3 discharges south via sheet flow until it is collected by a catch basin owned by the County of Los Angeles that drains east into Coyote Creek. Runoff from the southern drainage area A-4 sheet flows toward Winkler Avenue and Bluebird Lane where it eventually gets picked up in catch basins and discharges to Coyote Creek. Runoff would be treated via biofiltration systems before discharging to city and county storm drains. Therefore project-related impacts associated with excess runoff exceeding the capacity of the existing storm drain system and contributing substantial additional sources of pollutants to the storm drain system would be less than significant.

(iv) No Impact. According to the Federal Emergency Management Flood Zones Map, the entire proposed Project area is located within a Flood Hazard Area of Zone X, or an area with a reduced 1 percent chance of annual flood risk due to a levee (FEMA 2008). As noted above, the proposed project would match drainage patterns and areas to that of existing conditions. Additionally, a hydraulics study will be prepared during the design phase to verify the water surface elevation of Coyote Creek and establish a bridge profile that maintains at least 2.5 ft of freeboard per Los Angeles County Hydraulic Design Manual requirements. Therefore, due to the low flood risk and the preservation of existing drainage patterns and conditions, the proposed Project would not alter the existing drainage pattern on site, and flood flows would not be impeded or redirected. As such, no impacts would occur.

d) ***No Impact*****.** The proposed project would replace the existing two-lane bridge over Coyote Creek with a four-lane double bridge, resulting in additional structures in Coyote Creek to support the widened bridge. By increasing the number of piers in Coyote Creek, the proposed project may result in an increase in surface water elevations. However, the Project area is located within a Flood Hazard Area of Zone X, or an area with a reduced 1 percent chance of annual flood risk due to a levee (FEMA 2008). Therefore, increasing the number of piers in Coyote Creek would not increase surface water elevations such that they would appreciably affect the flood control function of Coyote Creek. Additionally, the proposed drainage systems would be sized to accommodate the design storm and would connect to the existing drainage system to maintain the existing drainage patterns. Therefore, the proposed project is not at risk of flooding.

Seiching is a phenomenon that occurs when seismic groundshaking induces standing waves (seiches) inside water retention facilities such as reservoirs and water tanks. Such waves can cause retention structures to fail and flood downstream properties. There are no lakes, reservoirs, or other large water retention facilities within 25 mi of the proposed Project area. Due to the distance of the proposed project from the nearest large water retention facilities, the risk associated with possible seiche waves is not considered a potential constraint or a potentially significant impact.

Tsunamis are generated wave trains generally caused by tectonic displacement of the seafloor associated with shallow earthquakes, seafloor landslides, rock falls, and exploding volcanic islands. The bridge is not located in a tsunami inundation area as identified by the California Department of Conservation (DOC) Tsunami Inundation Maps (DOC 2021). Due to the distance of the proposed project from the ocean (greater than 25 mi) and its location outside any tsunami inundation areas, the risk associated with tsunamis is not considered a potential constraint or a potentially significant impact.

Therefore, there would be no impact from flood hazard, tsunami, or seiche zones, and there would be no risk of release of pollutants due to Project inundation.

e) ***Less than Significant Impact.*** The project is within the jurisdiction of the Los Angeles and Santa Ana RWQCB. The LA RWQCB adopted Water Quality Control Plan (i.e., Basin Plan) in 2019 and the Santa Ana adopted a Water Quality Control Plan (i.e., Basin Plan in 1995, which was amended 2019). These Basin Plans designate beneficial uses for all surface and groundwater within their jurisdictions and establish the water quality objectives and standards necessary to protect those beneficial uses. The proposed project would comply with the Construction General Permit and LA and Orange County MS4 Permits, which requires preparation of a SWPPP, preparation of a SUSMP and LID, and implementation of construction and operational BMPs to reduce pollutants of concern in stormwater runoff. As such, the project would not result in water quality impacts that would conflict with the LA RWQCB or Santa Ana RWQCB Water Quality Control Plan (Basin Plan) and impacts related to conflict with a water quality control plan would be less than significant

The California Sustainable Groundwater Management Act (SGMA) was enacted in September 2014. SGMA established a framework of priorities and requirements to facilitate sustainable groundwater management throughout the State. The intent of SGMA is for groundwater to be managed by local public agencies (e.g., water districts and irrigation districts) and newly formed Groundwater Sustainability Agencies (GSAs) to ensure that a groundwater basin is operated within its sustainable yield (no long-term overdraft) through the development and implementation of Groundwater Sustainability Plans (GSPs). The proposed Project area is located within the Coastal Plain of Los Angeles – West Coast groundwater basin, which is designated as a Very Low priority basin (SQMA 2020). Therefore, no groundwater sustainability plan has been established for this basin. However, the Water Replenishment District of Southern California developed the Groundwater Basins Master Plan, which identifies opportunities to develop supplemental replenishment water supplies to further utilize the West Coast and Central Basins (Water Replenishment District of Southern California 2016). The proposed project would not conflict with the Groundwater Basins Master Plan.

The proposed project would require groundwater dewatering, which would be temporary in nature and would cease following completion of construction. Further, the proposed project would not substantially impact groundwater quality, interfere with groundwater recharge, or decrease groundwater supplies. Therefore, the proposed project would have a less than significant impact and would not conflict with or obstruction implementation of a sustainable groundwater management plan.

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

a) ***No Impact.*** The proposed Project consists of constructing 2 miles of improvements along Del Amo Boulevard which include removing the abandoned railroad bridge and realigning the bridge that crosses Coyote Creek, traffic signal synchronization, traffic calming, and bicycle and pedestrian enhancements. The proposed Project area is located in a highly urbanized area and is surrounded by commercial, residential, retail, institutional, public/semi-public, and open space uses. The proposed Project would provide additional pedestrian and bicycle connectivity along Del Amo Boulevard, a vital gateway between the Cities of Cerritos, Lakewood, Cypress, and La Palma. The proposed Project would also improve mobility and enhance traffic circulation and safety while maintaining roadway aesthetics and ensuring vividness, unity, and intactness of the surrounding vicinity. The proposed Project would not add new roadways or reconstruct any roadways such that they would divide or disrupt existing neighborhoods or communities, and it would not physically divide an established community. No impact would occur.

b) ***No Impact.*** The proposed Project area has a General Plan land use designation as a major arterial in the City of Lakewood General Plan Circulation Element and the City of Cerritos General Plan Circulation Element, and as a primary arterial in the City of La Palma General Plan Circulation Element. General Plan land use designations surrounding the proposed Project include low density residential, community commercial, educational use, light industrial, and open space. The proposed Project would not conflict with the General Plan land use designations for the proposed Project area, and would remain consistent with its land use designations in all four associated Cities. Table F summarizes the proposed Project's Build Alternative's consistency with the applicable goals and policies stated in the General Plans of the Cities of Cerritos, Lakewood, Cypress, and La Palma.

The proposed Project would not conflict with any applicable land use plans, policies, or regulations that have been adopted for the purpose of avoiding or mitigating environmental effects. No impacts would occur.

Table F: Project Consistency with Applicable Goals and Policies

Policy	Build Alternative
City of Cerritos	
General Plan Growth Management Element	
Goal GM-6: Provide adequate transportation and circulation system to meet the needs of residents and businesses in Cerritos.	**Consistent.** The proposed Project would implement improvements to move traffic more smoothly while eliminating conflict points between turning vehicles and pedestrians and provide multimodal accessibility along the Del Amo Boulevard Corridor.
Policy GM-6.3: Ensure that all future development's transportation and circulation impacts are properly mitigated.	**Consistent.** The Build Alternative is subject to CEQA and NEPA development review. Transportation and circulation impacts are discussed as part of the CEQA/NEPA documentation, and mitigation is applied when necessary.
General Plan Circulation Element	
Policy CIR-1.2: Adopt street cross-section standards and ensure all new and upgraded roadway facilities are constructed or upgraded to meet City standards, where feasible.	**Consistent.** The City of Cerritos' standards were taken into consideration when designing the improvements to Del Amo Boulevard and the proposed bridge. The standards in the Cerritos Municipal Code pertaining to the proposed Project area are as follows: • Per the Cerritos Municipal Code Sections 10.08.020 and 10.08.090, all drivers must stop at the intersections of Bloomfield Avenue and Del Amo Boulevard and Cabrillo Lane and Del Amo Boulevard, respectively (both of which are in the proposed Project area), when signs are erected giving notice thereof. • Per Cerritos Municipal Code Section 10.040.020, Del Amo Boulevard must have a prima facie speed limit of 40 miles per hour.
Policy CIR-4.2: Evaluate and upgrade sub-standard intersections or roadway segments.	**Consistent.** The proposed Project would implement improvements to move traffic more smoothly while eliminating conflict points between turning vehicles and pedestrians and provide multimodal accessibility along the Del Amo Boulevard Corridor.
Policy CIR-4.4: Clearly sign City streets, including advance signing for intersections on Major Arterials, and overhead signs at signalized intersections.	**Consistent.** The proposed Project would upgrade signal hardware, install pedestrian countdown signal heads, implement leading pedestrian interval (LPI), and install loop detection, signs, and striping at five signalized intersections (Mapes Avenue, Roseton Avenue, Pioneer Boulevard, Norwalk Boulevard and Bloomfield Avenue).
Policy CIR-5.1: Identify and address bicycle and pedestrian safety hazards, including mid-block crossings, missing or deficient sidewalks or bike lanes and unsafe intersections.	**Consistent.** The proposed Project would implement improvements to move traffic more smoothly while eliminating conflict points between turning vehicles and pedestrians and would provide multimodal accessibility along the Del Amo Boulevard Corridor.
General Plan Noise Element	
Policy N-1.1: Mitigate transportation equipment impacts at construction sites.	**Consistent.** The Build Alternative is subject to CEQA and NEPA development review. Transportation impacts are discussed as part of the CEQA/NEPA documentation.
City of Lakewood	
Policy 1.2: Protect and maintain Lakewood's parks, bikeways, and other recreational opportunities.	**Consistent.** The proposed Project improvements include the installation of missing Class II bike lanes and sidewalk, a High Intensity Activated Crosswalk (HAWK) signal, and high visibility crosswalks and signage. The proposed Project would install Class II bike lanes to fill in the missing segments and close the gap, creating a continuous 6-mile Class II bike facility that crosses through four jurisdictions (Cerritos, Lakewood, La Palma, and Cypress). Pedestrian and bike traffic, including Coyote Creek Bikeway, would also be maintained throughout the construction duration.
Policy 4.1: Promote the use of bicycles and other alternative modes of transportation.	**Consistent.** The proposed Project improvements include the installation of missing Class II bike lanes and sidewalk, a HAWK signal, and high visibility crosswalks and signage. The proposed Project would install Class II bike lanes to fill in the missing segments and close the gap, creating a continuous 6-mile Class II bike facility that crosses through four jurisdictions (Cerritos, Lakewood, La Palma, and Cypress). Pedestrian and bike traffic, including Coyote Creek Bikeway, will also be maintained throughout the construction duration.

Table F: Project Consistency with Applicable Goals and Policies

Policy	Build Alternative
Policy 4.2: Maintain, improve, and expand where feasible the existing bikeway network in accordance with the city's adopted bikeway plan.	**Consistent.** The proposed Project improvements include the installation of missing Class II bike lanes and sidewalk, a HAWK signal, and high visibility crosswalks and signage. The proposed Project would install Class II bike lanes to fill in the missing segments and close the gap, creating a continuous 6-mile Class II bike facility that crosses through four jurisdictions (Cerritos, Lakewood, La Palma, and Cypress). Pedestrian and bike traffic, including Coyote Creek Bikeway, would also be maintained throughout the construction duration.
Policy 4.3: Improve pedestrian safety by continuing to implement the sidewalk maintenance and repair program.	**Consistent.** The proposed Project improvements include the installation of sidewalks, a HAWK signal, and high visibility crosswalks and signage. The proposed Project would improve mobility and traffic safety.
City of La Palma	
General Plan Land Use Element	
Policy LU-3.4: Maintain and improve streetscapes along arterial streets to contribute to the quality of the built environment, with particular emphasis on paving, sidewalks, landscaping, and walls. Overhead utilities may be placed underground at various locations as funding permits.	**Consistent.** The proposed Project improvements include the installation of missing Class II bike lanes and sidewalk, a HAWK signal, and high visibility crosswalks and signage. The proposed Project would install Class II bike lanes to fill in the missing segments and close the gap, creating a continuous 6-mile Class II bike facility that crosses through four jurisdictions (Cerritos, Lakewood, La Palma, and Cypress). Pedestrian and bike traffic, including Coyote Creek Bikeway, would also be maintained throughout the construction duration.
General Plan Circulation Element	
Policy CI-1.2: Maintain roadway surfaces, traffic signals, street signage, sidewalks, parkways, and medians in safe conditions.	**Consistent.** The proposed Project improvements include the installation of sidewalks, a HAWK signal, and high visibility crosswalks and signage. The proposed Project would improve mobility and traffic safety.
Policy CI-1.4: Coordinate with school districts to provide for safe pedestrian, bicycle, and vehicular access to and around schools.	**Consistent.** The proposed Project would install a new HAWK signal with accompanying high visibility crosswalks, California Manual on Uniform Traffic Control Devices (CAMUTCD) regulated signs, and markings at an uncontrolled intersection near schools and commercial centers. With new pedestrian signals and crosswalks, pedestrians would be less inclined to illegally cross in front of oncoming traffic.
Policy CI-3.1: Facilitate the design of streets where people walking, parking, shopping, bicycling, working, and driving can cross paths safely.	**Consistent.** The proposed Project would implement improvements to move traffic more smoothly while eliminating conflict points between turning vehicles and pedestrians and would provide multimodal accessibility along the Del Amo Boulevard Corridor. The proposed Project improvements include the installation of missing Class II bike lanes and sidewalk, a HAWK signal, and high visibility crosswalks and signage. The proposed Project would improve mobility and traffic safety.
Policy CI-3.6: Develop new bike paths and enhance existing bike paths.	**Consistent.** The proposed Project improvements include the installation of missing Class II bike lanes and sidewalk, a HAWK signal, and high visibility crosswalks and signage. The proposed Project would install Class II bike lanes to fill in the missing segments and close the gap, creating a continuous 6-mile Class II bike facility that crosses through four jurisdictions (Cerritos, Lakewood, La Palma, and Cypress). Pedestrian and bike traffic, including Coyote Creek Bikeway, would also be maintained throughout the construction duration.
City of Cypress	
General Plan Land Use Element	
Policy LU-2.7: Encourage the provision of pedestrian linkages between adjacent commercial uses and commercial and residential uses to encourage pedestrian activity and reduce vehicle trips.	**Consistent.** The proposed Project improvements include the installation of missing Class II bike lanes and sidewalk, a HAWK signal, and high visibility crosswalks and signage. The proposed Project would install Class II bike lanes to fill in the missing segments and close the gap, creating a continuous 6-mile Class II bike facility that crosses through four jurisdictions (Cerritos, Lakewood, La Palma, and Cypress). Pedestrian and bike traffic, including Coyote Creek Bikeway, would also be maintained throughout the construction duration.

Table F: Project Consistency with Applicable Goals and Policies

Policy	Build Alternative
Policy LU-4.1: Develop citywide visual and circulation linkages through strengthened landscaping, pedestrian lighting, and bicycle trails.	**Consistent.** The proposed Project improvements include the installation of missing Class II bike lanes and sidewalk, a HAWK signal, and high visibility crosswalks and signage. Further, a raised median will help area visual linkages as well as make circulation safer. The proposed Project will install Class II bike lanes to fill in the missing segments and close the gap, creating a continuous 6-mile Class II bike facility that crosses through four jurisdictions (Cerritos, Lakewood, La Palma, and Cypress). Pedestrian and bike traffic, including Coyote Creek Bikeway, will also be maintained throughout the construction duration.
Policy LU-6.5: Continue to maintain a "pedestrian scale and orientation" and improve pedestrian circulation and amenities.	**Consistent.** The proposed Project improvements include the installation of sidewalks, a HAWK signal, and high visibility crosswalks and signage. The proposed Project would implement improvements to move traffic more smoothly while eliminating conflict points between turning vehicles and pedestrians and would provide multimodal accessibility along the Del Amo Boulevard Corridor.
General Plan Circulation Element	
Policy CIR-2.4: Encourage development and site design which facilitate implementation of high quality, desirable bicycle routes which meet or exceed established standards.	**Consistent.** The proposed Project improvements include the installation of missing Class II bike lanes and sidewalk, a HAWK signal, and high visibility crosswalks and signage. The proposed Project would install Class II bike lanes to fill in the missing segments and close the gap, creating a continuous 6-mile Class II bike facility that crosses through four jurisdictions (Cerritos, Lakewood, La Palma, and Cypress). Pedestrian and bike traffic, including Coyote Creek Bikeway, would also be maintained throughout the construction duration.
Policy CIR-2.5: Implement adequate sidewalks to meet the required uses and needs, which serves to encourage alternative modes of transportation. Bicycle routes which utilize sidewalks require establishment of a City ordinance, per the Vehicle Code.	**Consistent.** The proposed Project improvements include the installation of sidewalks, a HAWK signal, and high visibility crosswalks and signage. The proposed Project would improve mobility and traffic safety.
General Plan Noise Element	
Policy N-1.2: Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Cypress.	**Consistent.** The Build Alternative is subject to CEQA and NEPA development review. Noise impacts are discussed as part of the CEQA/NEPA documentation.

Sources: City of Cerritos. 2004. General Plan. Website: http://www.cerritos.us/GOVERNMENT/_pdfs/Chapter02.LandUse.pdf (accessed November 30, 2021).
City of Lakewood. 1996. Comprehensive General Plan.
City of Cypress. 2000. General Plan. Website: https://www.cypressca.org/home/showpublisheddocument/668/636123114412030000 (accessed November 30, 2021).
City of La Palma. 2014. General Plan. Website: Website: http://www.cerritos.us/GOVERNMENT/ pdfs/Chapter02.LandUse.pdf (accessed November 30, 2021).

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 future value to the region and the residents of the State?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

a) ***No Impact.*** In 1975, the California Legislature enacted the Surface Mining and Reclamation Act (SMARA), which, among other things, provided guidelines for the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZs):

- **MRZ-1:** An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2:** An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- **MRZ-3:** An area containing mineral deposits, the significance of which cannot be evaluated.
- **MRZ-4:** An area where available information is inadequate for assignment to any other MRZ.

Of the four categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by the Mining and Geology Board as being "regionally significant" (California Surface Mining and Reclamation Policies and Procedures 2000). Such designations require that a Lead Agency's land use decisions involving designated areas be made in accordance with its mineral resource management policies and that it consider the importance of the mineral resource to the region or the State as a whole, not just to the Lead Agency's jurisdiction.

According to the Cerritos General Plan EIR, the City of Lakewood General Plan MEA, and the City of Cypress General Plan Conservation/Open Space/Recreation Element, there are no mineral resource zones or areas with mineral resources that would be of value for the region within the proposed Project area. Further, according to the California Department of Conservation's (DOC) Division of Mine Reclamation, there are no mines within the proposed Project area or surrounding vicinity (DOC Division of Mine Reclamation 2016). Implementation of the proposed Project would have no impact on a known mineral resources or recovery site, and no mitigation is required.

b) ***No Impact.*** As stated in Response XII (a), no known valuable mineral resources exist within or near the proposed Project area. In addition, the proposed Project area is not identified on a local General Plan, Specific Plan, or other land use plan as a location of a locally important mineral resource. The proposed Project would not result in the loss of a locally important mineral resource recovery site. The proposed Project would have no impact on local mineral resources, and no mitigation is required.

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?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 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?	☐	☐	☐	☒

The Noise and Vibration Report (2022), prepared by LSA for the proposed Project, is available separately. A portion of the section below is based on the results of the Noise and Vibration Report.

a) ***Less than Significant Impact.***

Temporary Noise Impacts. The Cities of Cerritos, Lakewood, La Palma, and Cypress Municipal Code allow noise generated from construction activities to occur within the permitted hours specified in their Municipal Code and does not have noise standards that limit noise generated from construction activities. The permitted hours of construction varies for each City and are detailed in the Noise and Vibration Report (2022). The common hours in which construction is permitted in the Cities of Cerritos, Lakewood, La Palma, Cypress are from 7:00 a.m. to 5:00 p.m. Monday through Friday and the hours from 9:00 a.m. to 5:00 p.m. on Saturday. In addition, a temporary increase of 5 dBA above the ambient noise level is considered substantial because this noise increase would be readily perceptible to the human ear in an outdoor environment.

Two types of short-term noise impacts would occur during project construction. The first type would be from construction crew commutes and the transport of construction equipment and materials to the proposed Project area and would incrementally raise noise levels on roadways leading to the proposed Project area. The pieces of heavy equipment for grading and construction activities would be moved on site, would remain for the duration of each construction phase, and would not add to the daily traffic volume in the vicinity of the proposed Project. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 ft would generate up to a maximum of 84 A-weighted decibels [dBA]), the effect on longer-term ambient noise levels would be small because the number of daily construction-related vehicle trips would not double the existing daily traffic volumes on roadways in the proposed Project area. A doubling a traffic would result in a noise increase of 3 dBA. A noise level increase less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, short-term construction-related impacts associated with worker commutes and transport of construction equipment and material to the proposed Project area would be less than significant. No mitigation measures are required.

The second type of short-term noise impact is related to noise generated during roadway construction. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. The proposed Project anticipates grubbing/land clearing, grading/excavation, drainage/utilities/sub-grade, and paving phases of construction. These various sequential phases would change the character of the noise generated and the noise levels in the proposed Project area as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table G lists the maximum instantaneous noise level (L_{max}) recommended for noise impact assessments for typical construction equipment included in the Federal Highway Administration (FHWA) Highway Construction Noise Handbook (FHWA 2006), based on a distance of 50 ft between the equipment and a noise receptor.

Table G: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor[1]	Maximum Noise Level (L_{max}) at 50 ft[2]
Backhoe	40	80
Compactor (ground)	20	80
Compressor	40	80
Crane	16	85
Dozer	40	85
Dump Truck	40	84
Excavator	40	85
Flatbed Truck	40	84
Forklift	20	85
Front-End Loader	40	80
Grader	40	85
Impact Pile Driver	20	95
Jackhammer	20	85
Pickup Truck	40	55
Pneumatic Tools	50	85
Pump	50	77
Rock Drill	20	85
Roller	20	85
Scraper	40	85
Tractor	40	84
Welder	40	73

Source: FHWA Highway Construction Noise Handbook, Table 9.1 (FHWA 2006).
Note: The noise levels reported in this table are rounded to the nearest whole number.
[1] The usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.
[2] The maximum noise levels were developed based on Specification 721.560 from the CA/T program to be consistent with the City of Boston, Massachusetts, Noise Code for the "Big Dig" project.
CA/T = Central Artery/Tunnel
FHWA = Federal Highway Administration
ft = foot/feet
L_{max} = maximum instantaneous noise level

Typical noise levels at 50 ft from an active construction area range up to 86 dBA L_{max} during the noisiest construction phases. The grubbing/land clearing and grading/excavation phase tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery (e.g., backfillers, bulldozers, and front loaders). Earthmoving and compacting equipment includes compactors, scrapers, and graders.

The construction of the proposed Project is expected to require the use of graders, front-end loaders, and water trucks/pickup trucks. Noise associated with the use of construction equipment is estimated

between 55 dBA L_{max} and 85 dBA L_{max} at a distance of 50 ft from the active construction area for the grading phase. As seen in Table G, the maximum noise level generated by each grader is assumed to be approximately 85 dBA L_{max} at 50 ft from the scraper in operation. Each front-end loader would generate approximately 80 dBA L_{max} at 50 ft. The maximum noise level generated by water trucks and pickup trucks is approximately 55 dBA L_{max} at 50 ft from these vehicles. Each doubling of the sound source with equal strength increases the noise level by 3 dBA. Each piece of construction equipment operates as an individual point source. The worst-case composite noise level at the nearest residence during this phase of construction would be 86 dBA L_{max} (at a distance of 50 ft from an active construction area).

In addition to standard construction equipment, pile driving is anticipated for the new realigned four-lane bridge over Coyote Creek. As shown in Table G, pile driving generates noise levels of approximately 95 dBA L_{max} at 50 ft.

The closest sensitive receptors are within 50 ft of project construction areas based on the project's maximum limits of disturbance and approximately 75 ft from pile driving. Therefore, the closest sensitive receptors would be exposed to short-term noise levels of 93 dBA L_{max} or higher generated by construction activities along the project alignment. Although the noise generated by project construction activities would be higher than the ambient noise levels and may result in a temporary increase in the ambient noise levels, construction noise would stop once project construction is completed. The project would implement regulatory compliance measures and standard conditions RC-1 and SC-1 through SC-3, which include compliance with the construction hours allowed under the Cities of Cerritos, Lakewood, La Palma, and Cypress Municipal Codes, as well as equipment maintenance, staging, and orientation. Therefore, noise generated from project construction activities would be less than significant. No mitigation measures are required.

Permanent Noise Impacts. The City of Cerritos has established an exterior noise standard of 65 dBA CNEL for residences, parks, and school playgrounds. This exterior noise standard is consistent with the City of La Palma Noise/Land Use Compatibility Guidelines and is reasonably applicable for noise-sensitive land uses in the City of Lakewood. The exterior noise standard for single- and multi-family residences in the City of Cypress is 60 dBA CNEL. As described above under the temporary noise impact discussion, a temporary increase of 5 dBA above the ambient noise level is considered substantial because this noise increase would be readily perceptible to the human ear in an outdoor environment. Therefore, a project would result in a noise impact if the project results in a project-related noise increase of 5 dBA or more when exterior noise levels exceed the applicable noise standard of 60 or 65 dBA CNEL.

Long-term traffic noise impacts were evaluated using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) Version 2.5, which is a computer model based on two FHWA reports: FHWA-PD-96-009 and FHWA-PD-96-010 (FHWA 1998a, 1998b). Key inputs to the traffic noise model included the locations of roadways, shielding features (e.g., topography and buildings), sound barriers, ground type, and receptors. Three-dimensional representations of these inputs were developed using Computer-Aided Design (CAD) drawings, aerials, and topographic contours.

The existing and future 2043 traffic noise levels were modeled using either the worst-case traffic operations (prior to speed degradation) or peak-hour traffic volumes, whichever was lower. The worst-case traffic condition is generally loudest when vehicles on a given roadway travel at free-flowing traffic conditions and is assumed to be Level of Service (LOS) C. Traffic volume assumptions are based on the maximum number of vehicles that can typically travel in a given lane under such

conditions. The worst-case traffic volumes are assumed to be 1,950 vehicles per lane per hour (vplph) on the freeway mainline, 1,500 vplph on freeway high-occupancy vehicle (HOV) lanes, 1,000 vplph on freeway ramps, and 750 vplph on local roadways. The higher (a.m. or p.m.) peak-hour traffic volume was selected when the higher peak-hour traffic volume was lower than the worst-case traffic volume. The peak-hour traffic volumes for I-605 were obtained from the Caltrans Annual Average Daily Truck Traffic on the California State Highway System (2020a). The peak-hour traffic volumes for Del Amo Boulevard and other local roadways were obtained from the Traffic Operations Report (Kimley-Horn 2021). The summary of traffic data inputs for existing and future conditions are provided in the Noise and Vibration Report (2022).

TNM 2.5 is sensitive to the volume of trucks on the roadway because trucks contribute disproportionately to traffic noise. Vehicle distributions on the I-605 mainline were obtained from the Caltrans Annual Average Daily Truck Traffic on the California State Highway System (2020a), which was consistent with the vehicle distributions obtained from traffic counts collected during ambient noise level measurements. Vehicle distributions for the I-605 ramps and local roadways were obtained from traffic counts collected during ambient noise level measurements. Table H shows the vehicle distribution, vehicle speeds for each vehicle category, and roadways in the project area used to calculate existing and future traffic noise levels.

Table H: Vehicle Distribution and Vehicle Speed

Roadway	Vehicle Distribution (%)			Vehicle Speed (mph)		
	Auto	Medium Trucks	Heavy Trucks	Auto	Medium Trucks	Heavy Trucks
I-605 Mainline	95	3	2	65	65	55
I-605 On-Ramps	99	0	1	65	65	55
I-605 Off-Ramps	99	0	1	45	45	45
Del Amo Boulevard	98	2	0	40	40	40
Mapes Avenue	100	0	0	25	25	25
Roseton Avenue	100	0	0	30	30	30
Pioneer Boulevard	97	2	1	40	40	40
Norwalk Boulevard	97	2	1	40	40	40
Bloomfield Avenue	99	1	0	40	40	40
Denni Street	98	2	0	25	25	25

Source: Compiled by LSA Associates, Inc. (2022).
I-605 = Interstate 605
mph = miles per hour

Noise levels generated from the FHWA TNM 2.5 are described in 1-hour A-weighted equivalent continuous sound levels (dBA L_{eq}[h]) whereas the Cities of Cerritos, Lakewood, and La Palma use the CNEL noise level. The CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during the nighttime hours between 10:00 p.m. and 7:00 a.m., and a 5 dB penalty applied to the A-weighted sound levels occurring during evening hours between 7:00 p.m. and 10:00 p.m. The L_{eq}(h) level was converted to CNEL using the formula provided below from the Technical Noise Supplement (Caltrans 2013) assuming that peak-hour traffic volume is 10 percent of the average daily traffic (ADT) volume, and the day, evening, and night traffic mix is 77.71 percent, 12.68 percent, and 9.61 percent, respectively.

$$CNEL = L_{eq}(h)_{pk} + 10LOG(4.17/P) + 10LOG\ (d + 4.77e + 10N)$$

Whereas: $L_{eq}(h)_{pk}$ = peak-hour L_{eq}
P = peak-hour volume percentage of ADT
d = daytime fraction of ADT
e = evening fraction of ADT
N = nighttime fraction of ADT

Short-term (20 minute) exterior noise measurements and concurrent traffic counts with observed vehicle speeds were conducted to document existing noise levels at 42 representative receptor locations in the project area and were used to calibrate the noise model. Short-term noise level measurements were conducted using Larson Davis Models 831, 824, 820 Type 1 sound level meters. Table I contains the results of the short-term noise level measurements and a description of the noise monitoring locations. Figure 7 shows the short-term monitoring locations.

Long-term traffic noise level measurements were conducted to document the worst traffic noise hour and to confirm that the modeled existing traffic noise level reflect the worst traffic noise hour. Long-term ambient noise monitoring was conducted using four Larson Davis Spark Type 2 sound level meters at five representative locations in the project area. The results of the long-term traffic noise level measurements are provided in the Noise and Vibration Report (2022). Figure 7 shows the long-term noise monitoring locations.

A total of 172 receptor locations within the limits of the proposed project were evaluated and shown on Figure 7. The traffic noise levels for the existing, future 2043 no build alternative, and future 2043 Build Alternative conditions were calculated using TNM 2.5 and are shown in Table J. As shown in Table J, none of the residences, parks, or school playgrounds within the project area would have traffic noise levels exceeding the respective City exterior noise standard of 60 or 65 dBA community noise equivalent level (CNEL) under the Future 2043 Build Alternative traffic noise condition except for the church playground represented by Receptor R-69 and residences represented by Receptor R-132. Although the church represented by Receptor R-69 and residences represented by Receptor R-132 would have traffic noise levels that exceed the City's exterior noise standard of 65 dBA CNEL (by up to 2 dBA), these exceedances would occur even with the No Build Alternative. The Build Alternative would not increase traffic noise at these locations. Therefore, because the project would not contribute to an increase in noise above the community threshold of 5 dBA above the 60 or 65 dBA CNEL, the impact is less than significant. Therefore, traffic noise from project operations would be less than significant. No mitigation measures are required.

Table I: Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Land Use	Noise Sources
ST-1	10/20/21	9:40 am	20 minutes	58.6	20230 Mapes Avenue in Cerritos. In the middle of the backyard.	Residential	Traffic on Del Amo Boulevard. Some traffic on Mapes Avenue. Faint traffic on I-605.
ST-2	10/21/21	8:58 am	20 minutes	65.3	11525 Del Amo Boulevard in Cerritos. Haskell Middle School, 19 ft south of building entrance.	School	Traffic on Del Amo Boulevard and faint traffic on I-605.
ST-3	10/20/21	10:26 am	20 minutes	60.7	11417 Elvins Street in Lakewood. In the backyard.	Residential	Traffic on Del Amo Boulevard. Faint traffic on I-605. Faint aircraft noise. Neighbor's dog barking briefly.
ST-4	10/20/21	10:26 am	20 minutes	62.5	11533 Elvins Street in Lakewood. In the middle of the backyard.	Residential	Traffic on Del Amo Boulevard and a loud motorcycle pass-by on Del Amo Boulevard.
ST-5	10/20/21	11:27 am	20 minutes	58.9	11558 Elvins Street in Lakewood. In the middle of the side yard.	Residential	Traffic on Del Amo Boulevard and Roseton Avenue.
ST-6	10/20/21	11:28 am	20 minutes	62.9	20229 Jersey Avenue in Lakewood. Located on the side yard near the garage.	Residential	Traffic on Del Amo Boulevard and some traffic on Jersey Avenue.
ST-7	10/20/21	11:27 am	20 minutes	61.8	11607 Elvins Street in Lakewood. In the backyard approximately 10 ft from the property wall.	Residential	Traffic on Del Amo Boulevard.
ST-8	10/20/21	1:31 pm	20 minutes	69.8	20161 Pioneer Boulevard in Lakewood. Near trash bins and rear of Goody's Pizza. Approximately 27 ft north of Del Amo Boulevard edge of travel lane.	Residential	Traffic on Del Amo Boulevard and Pioneer Boulevard.
ST-9	10/20/21	1:30 pm	20 minutes	67.7	11733 East 205th Street in Lakewood. Willow Elementary School. Near portable classroom building and approximately 20 ft from Del Amo Boulevard edge of travel lane.	School	Traffic on Del Amo Boulevard. Noise from school children at the lunch tables nearby.
ST-10	10/20/21	1:30 pm	20 minutes	63.9	11899 Del Amo Boulevard in Cerritos. Located approximately 15 ft from Del Amo Boulevard edge of travel lane and approximately 20 ft from the commercial building.	Commercial	Traffic on Del Amo Boulevard and Pioneer Boulevard. One bus stopping nearby during measurement.
ST-11	10/20/21	2:19 pm	20 minutes	58.2	20301 Clarkdale Avenue in Lakewood. In the backyard.	Residential	Traffic on Del Amo Boulevard.
ST-12	10/20/21	2:19 pm	20 minutes	60.6	20302 Seine Avenue in Lakewood. In the front yard near a pedestrian pathway from Del Amo Boulevard onto Seine Avenue. Approximately 10 ft from the 5.5 ft high property wall.	Residential	Traffic on Del Amo Boulevard. Some traffic on the cul-de-sac of Seine Avenue. Noise from pedestrians walking on the sidewalk along Del Amo Boulevard.
ST-13	10/20/21	2:19 pm	20 minutes	53.7	20122 Cabrillo Lane in Cerritos. ABC Adult School and Cabrillo Lane Elementary School. In front of the school near school buildings.	School	Faint traffic on Del Amo Boulevard. Some aircraft noise. Some car pass-by in the parking lot.
ST-14	10/20/21	2:59 pm	20 minutes	68.2	11947 Del Amo Boulevard in Cerritos. In front of the Cerritos Baptist Church. Located approximately 25 ft from Del Amo Boulevard and approximately 15 ft from the church building.	Church	Traffic on Del Amo Boulevard. Pedestrians traveling along nearby sidewalk and bike lane. Noise from students at the high school across Del Amo Boulevard and at the bus stop on Del Amo Boulevard.

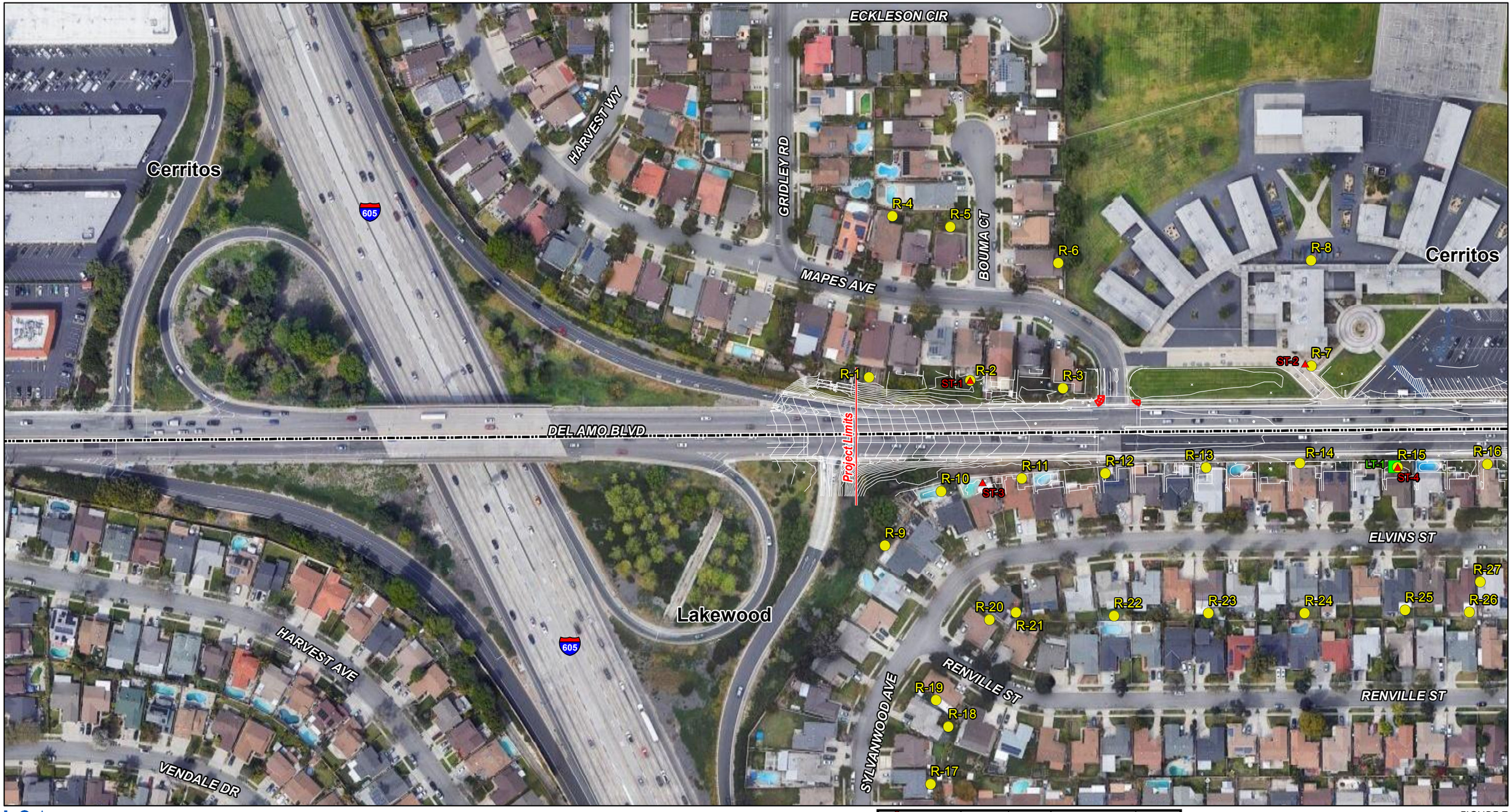
Table I: Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Land Use	Noise Sources
ST-15	10/20/21	2:59 pm	20 minutes	68.7	Northwest corner of Del Amo Boulevard and Avenida Barcelona in Cerritos. Approximately 16 ft north of the Del Amo Boulevard asphalt/cement edge and approximately 20 ft west of the Avenida Barcelona asphalt/cement edge.	Residential	Traffic on Del Amo Boulevard. Some traffic on Avenida Barcelona.
ST-16	10/21/21	12:28 pm	20 minutes	62.6	12061 Del Amo Boulevard in Cerritos. In the center of the parking lot entrance of the Church in Cerritos. Approximately 25 ft from Del Amo Boulevard.	Church	Traffic on Del Amo Boulevard. Activity at Artesia High School including school bell. Activity at the bus stop across Del Amo Boulevard.
ST-17	10/21/21	12:28 pm	20 minutes	55.5	20232 Plaza De Madrid in Cerritos. In the backyard approximately 12 ft from property wall and 12 ft from the sidewall.	Residential	Traffic on Del Amo Boulevard. Faint leaf blower noise.
ST-18	10/20/21	2:58 pm	20 minutes	59.8	12108 East Del Amo Boulevard in Lakewood. Artesia High School. At the edge of the parking lot sidewalk and north of the tennis court in the middle of the five tennis courts.	School	Traffic on Del Amo Boulevard. Noise from people at tennis courts. Some aircraft noise.
ST-19	10/21/21	12:28 am	20 minutes	66.5	12108 Del Amo Boulevard in Lakewood. Artesia High School at the fire hydrant along the sidewalk of Del Amo Boulevard.	School	Traffic on Del Amo Boulevard.
ST-20	10/21/21	11:44 am	20 minutes	66.2	12229 Del Amo Boulevard in Lakewood. Crossroads Multinational Church of the Nazarene. Approximately 10 ft south of the church building and 20 ft from Del Amo Boulevard in the grass area.	Church	Traffic on Del Amo Boulevard and Norwalk Boulevard.
ST-21	10/21/21	11:43 am	20 minutes	65.5	20300 Norwalk Boulevard in Lakewood. In the parking lot approximately 30 ft from Del Amo Boulevard.	Commercial	Traffic on Del Amo Boulevard and Norwalk Boulevard. Faint noise from water dispensing machine nearby.
ST-22	10/21/21	11:44 am	20 minutes	57.5	20302 Thornlake Avenue in Lakewood. In front of the driveway.	Residential	Traffic on Del Amo Boulevard.
ST-23	10/21/21	9:58 am	20 minutes	62.7	12351 Del Amo Boulevard in Cerritos. Tetzlaff Learning School. In the parking lot in line with the baseball bleachers.	School	Traffic on Del Amo Boulevard.
ST-24	10/21/21	9:58 am	20 minutes	53.7	12350 Del Amo Boulevard in Lakewood. Vicino Apartment Homes. On the sidewalk in front of Building 8.	Residential	Traffic on Del Amo Boulevard and bird noise.
ST-25	10/27/21	10:14 am	20 minutes	53.7	12350 Del Amo Boulevard in Lakewood. Vicino Apartment Homes. Approximately 10 ft north of the balcony on sidewalk in front of Building 5.	Residential	Traffic on Del Amo Boulevard and bird noise.
ST-26	10/21/21	10:50 am	20 minutes	58.8	20148 Rhoda Circle in Cerritos. In the backyard.	Residential	Traffic on Del Amo Boulevard.
ST-27	10/21/21	10:50 am	20 minutes	56.9	12506 Inglenook Lane in Cerritos. In the backyard. Approximately 12 ft from the property wall. Near corner of the trellis.	Residential	Traffic on Del Amo Boulevard.
ST-28	10/21/21	2:43 pm	20 minutes	58.6	12534 Inglenook Lane in Cerritos. In the backyard. Approximately 14 ft from the back wall.	Residential	Traffic on Del Amo Boulevard.
ST-29	10/21/21	10:50 pm	20 minutes	51.4	12446 Del Amo Boulevard in Lakewood. In the backyard. Approximately 5 ft west of the property wall, 5 ft north of the structure, and 10 ft south of the home.	Residential	Traffic on Del Amo Boulevard. Some traffic on Hawaiian Avenue.

Table I: Short-Term Ambient Noise Monitoring Results

Monitor No.	Date	Start Time	Duration	dBA L_{eq}	Location Description	Land Use	Noise Sources
ST-30	10/21/21	2:44 pm	20 minutes	56.3	20303 Wardham Avenue in Lakewood. In the backyard. Approximately 15 ft from north and west property walls facing Del Amo Boulevard.	Residential	Traffic on Del Amo Boulevard. Vehicles from Hawaiian Avenue accelerating onto eastbound Del Amo Boulevard.
ST-31	10/21/21	2:44 pm	20 minutes	59.2	12541 Elvins Street in Lakewood. In the backyard.	Residential	Traffic on Del Amo Boulevard and Bloomfield Avenue.
ST-32	10/21/21	3:31 pm	20 minutes	63.1	20200 Bloomfield Avenue in Cerritos. At the south side of the Target store building near the garden center. Approximately 25 ft from Del Amo Boulevard and 10 ft from Target wall to the east.	Commercial	Traffic on Del Amo Boulevard. Traffic entering and exiting the Target parking lot.
ST-33	10/21/21	3:31 pm	20 minutes	63.3	12606 Del Amo Boulevard in Lakewood. In the parking lot. At north end of 5th parking spot from Bloomfield Avenue.	Residential	Traffic on Del Amo Boulevard and Bloomfield Avenue.
ST-34	10/21/21	3:31 pm	20 minutes	53.9	20304 Callaway Avenue in Lakewood. In the front yard.	Residential	Traffic on Del Amo Boulevard.
ST-35	10/21/21	4:14 pm	20 minutes	50.7	20302 Winkler Avenue in Lakewood. In the backyard.	Residential	Traffic on Del Amo Boulevard.
ST-36	10/21/21	4:15 pm	20 minutes	50.4	12731 Wilkes Way in Lakewood. In the backyard. At the center of the open space approximately 15 ft from the back wall and 10 ft from the gazebo.	Residential	Traffic on Del Amo Boulevard. Some aircraft noise.
ST-37	10/21/21	4:15 pm	20 minutes	52.4	19700 Bloomfield Avenue in Cerritos. Don Knabe Community Regional Park and Cerritos Sports Complex. At southeastern corner of the soccer field. Approximately 67 ft northwest of the southeastern fence, and 37 ft northeast of the southwestern fence.	Recreation	Traffic on Del Amo Boulevard.
ST-38	10/27/21	10:14 am	20 minutes	58.8	4412 Vail Street in Cerritos. In the backyard. Approximately 22 ft from the back wall.	Residential	Traffic on Del Amo Boulevard.
ST-39	10/27/21	11:02 am	20 minutes	58.8	4492 Vail Street in Cerritos. In the backyard. Approximately 13 ft from the property wall.	Residential	Traffic on Del Amo Boulevard. Faint aircraft noise.
ST-40	10/27/21	11:02 am	20 minutes	60.3	8001 Swan Circle in La Palma. In the center of the backyard. Approximately 10 ft from retaining wall and 10 ft from home/covered patio.	Residential	Traffic on Del Amo Boulevard. Faint music from neighboring residence. Some aircraft noise.
ST-41	10/27/21	11:54 am	20 minutes	57.5	8002 Bluebird Lane in La Palma. In the backyard. Approximately 15 ft from the home, 15 ft from the east wall, and 25 ft from the wall along Del Amo Boulevard.	Residential	Traffic on Del Amo Boulevard. Vehicles approaching Denning Street to the east. Some aircraft noise.
ST-42	10/27/21	11:54 am	20 minutes	62.4	8002 Hummingbird Circle in La Palma. In the backyard. Approximately 9.5 ft south of the back wall and 4.5 ft from the house.	Residential	Traffic on Del Amo Boulevard and La Palma Avenue.

Source: Compiled by LSA (2022).
dBA L_{eq} = equivalent continuous sound level measured in A-weighted decibels
ft = foot/feet



LSA

LEGEND

- Short-Term Monitoring Location
- Modeled Receptors
- Long-Term Monitoring Location
- Limits of Disturbance
- Proposed Improvements
- Reconstructed Wall
- City Boundary

0 75 150
FEET

SOURCE: Google Maps (2021); Kimley-Horn (2/2022)

I:\KHA2001\GIS\MXD\Noise\Monitoring_ModeledReceptor_Locations.mxd (3/24/2022)

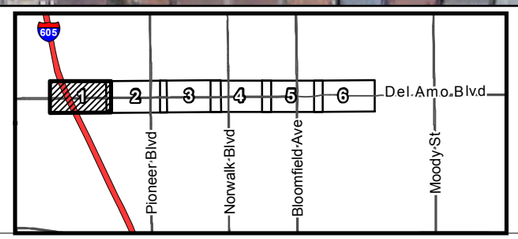


FIGURE 7
Sheet 1 of 6

Del Amo Bridge Replacement and Signal Enhancement Project

Monitoring and Modeled Receptor Locations

Cerritos
Lakewood
Cerritos
Lakewood
STANGATE ST
FLALLON AVE
LOS COYOTES BLVD
VILLAGE GREEN DR
PIONEER BLVD
MONROE ST
JERSEY AVE
DEL AMO BLVD
ELVINS ST
ROSETON AVE
JERSEY AVE
ARLINE AVE
CLARKDALE AVE
RENVILLE ST
R-15
R-16
R-25
R-26
R-27
R-28
R-29
R-30
R-31
R-32
R-33
R-34
R-35
R-36
R-37
R-38
R-39
R-40
R-41
R-42
R-43
R-44
R-45
R-46
R-47
R-48
R-49
R-50
R-51
R-52
R-53
R-54
R-55
R-60
R-61
LT-1
ST-4
ST-5
ST-6
ST-7
ST-8
ST-9
ST-10
ST-11

LSA

LEGEND

- Short-Term Monitoring Location
- Modeled Receptors
- Long-Term Monitoring Location
- Limits of Disturbance
- Proposed Improvements
- Reconstructed Wall
- City Boundary

0 75 150
FEET

SOURCE: Google Maps (2021); Kimley-Horn (2/2022)

I:\KHA2001\GIS\MXD\Noise\Monitoring_ModeledReceptor_Locations.mxd (3/24/2022)

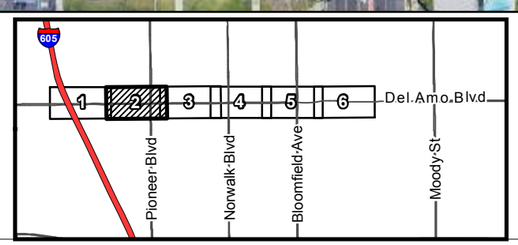
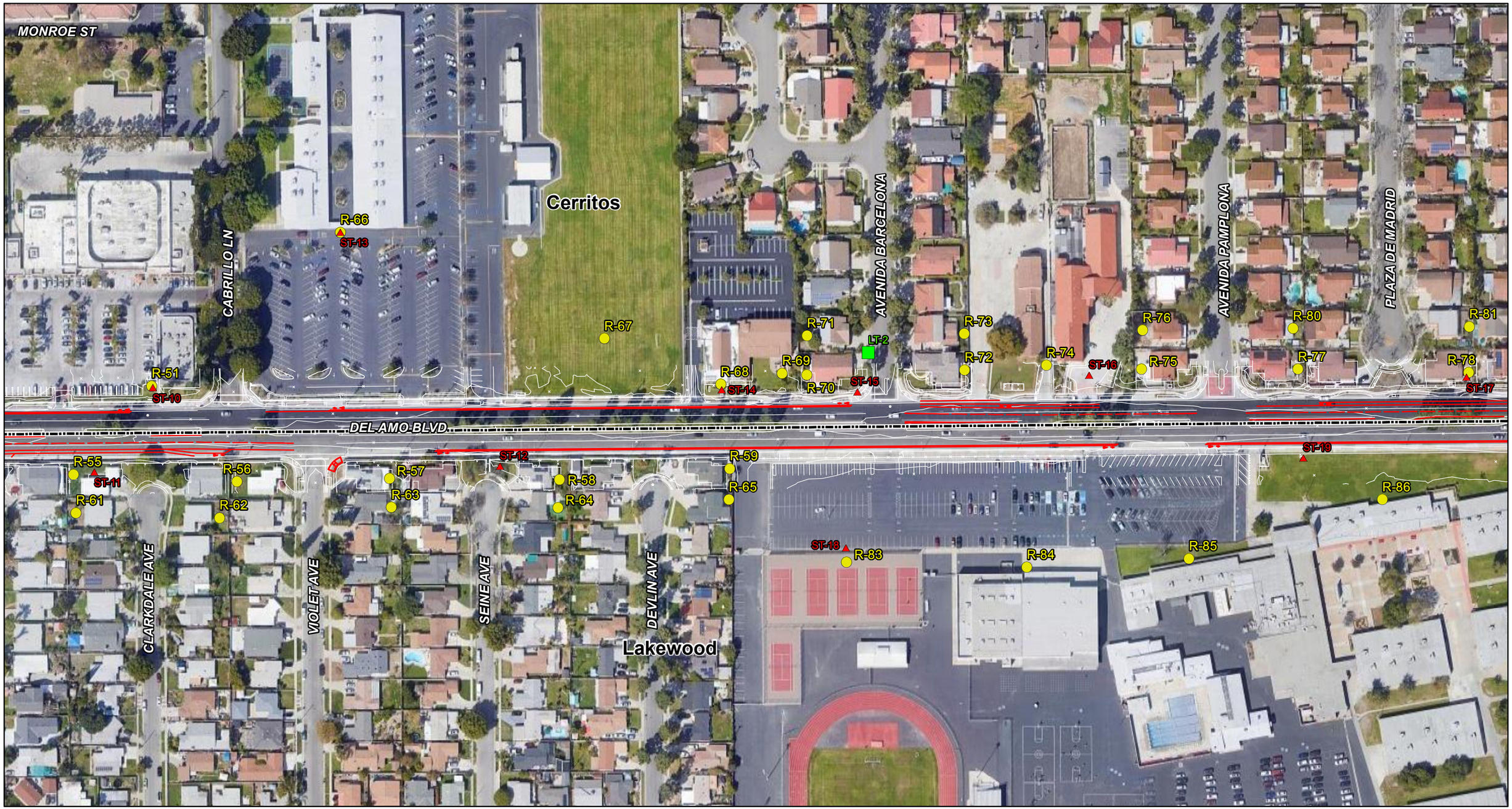


FIGURE 7
Sheet 2 of 6

Del Amo Bridge Replacement and Signal Enhancement Project

Monitoring and Modeled Receptor Locations

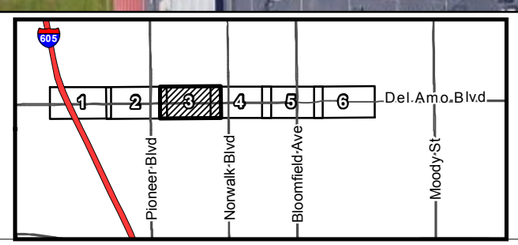


LSA

LEGEND

- Short-Term Monitoring Location
- Modeled Receptors
- Long-Term Monitoring Location
- Limits of Disturbance
- Proposed Improvements
- Reconstructed Wall
- City Boundary

0 75 150
FEET



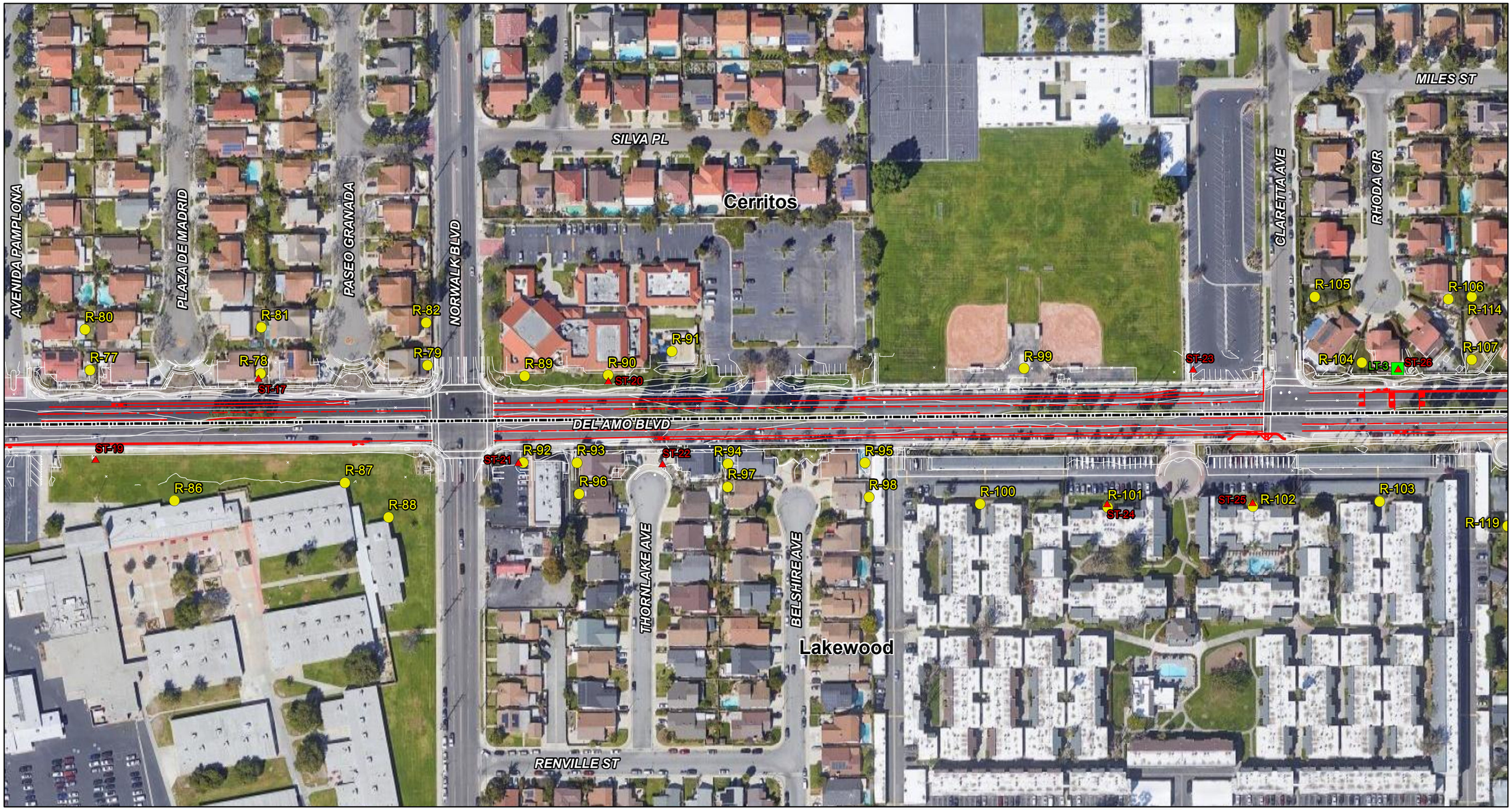
SOURCE: Google Maps (2021); Kimley-Horn (2/2022)

I:\KHA2001\GIS\MXD\Noise\Monitoring_ModeledReceptor_Locations.mxd (3/24/2022)

FIGURE 7
Sheet 3 of 6

Del Amo Bridge Replacement and Signal Enhancement Project

Monitoring and Modeled Receptor Locations



LSA

LEGEND

- Short-Term Monitoring Location
- Modeled Receptors
- Long-Term Monitoring Location
- Limits of Disturbance
- Proposed Improvements
- Reconstructed Wall
- City Boundary

0 75 150
FEET

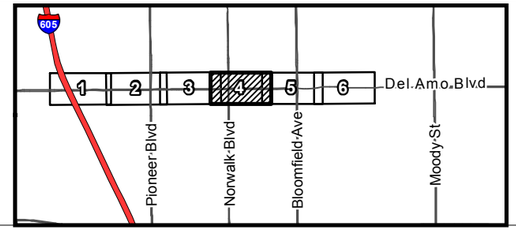


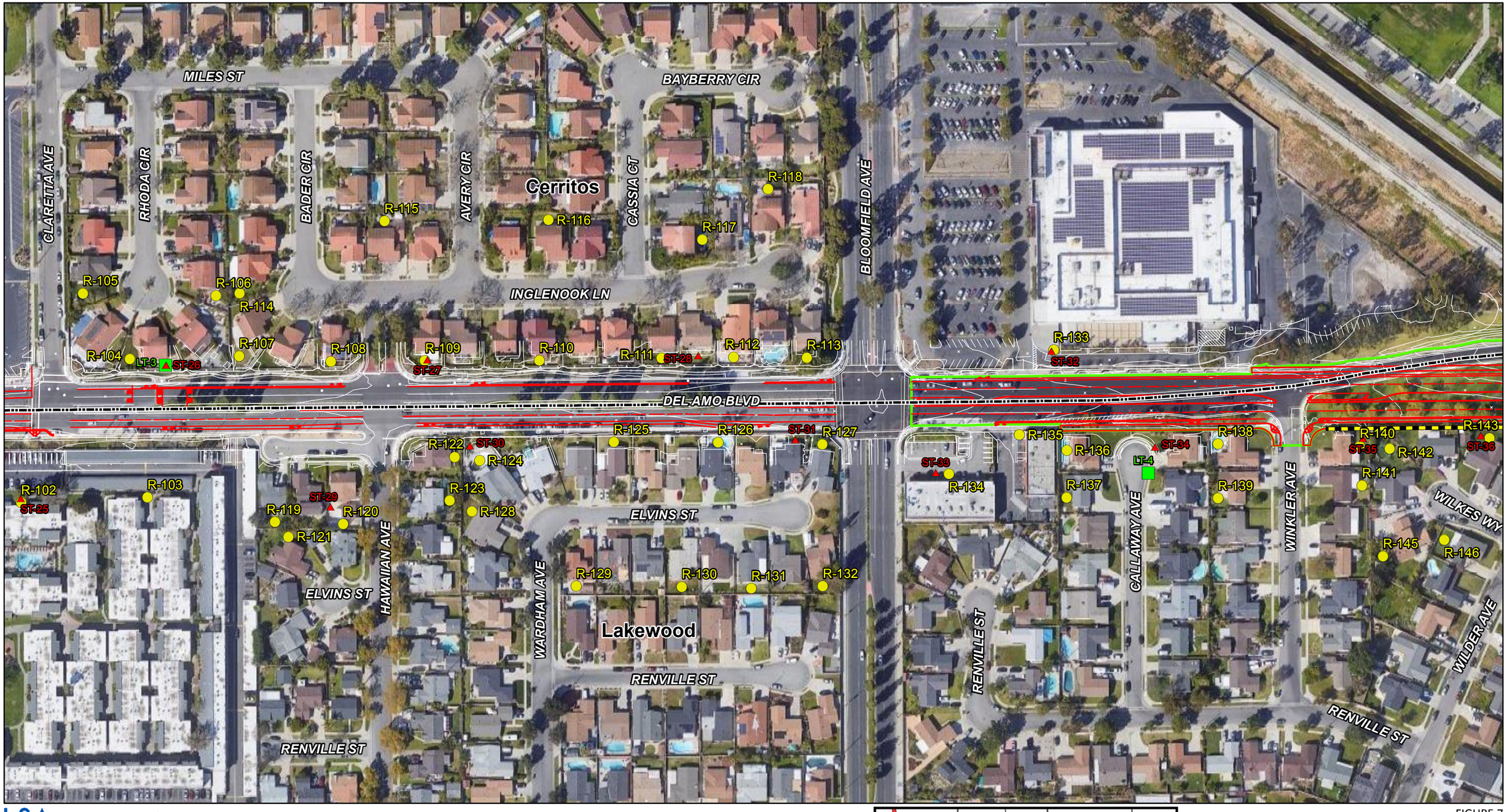
FIGURE 7
Sheet 4 of 6

Del Amo Bridge Replacement and Signal Enhancement Project

Monitoring and Modeled Receptor Locations

SOURCE: Google Maps (2021); Kimley-Horn (2/2022)

I:\KHA2001\GIS\MXD\Noise\Monitoring_ModeledReceptor_Locations.mxd (3/24/2022)



LSA

LEGEND

- Short-Term Monitoring Location
- Modeled Receptors
- Long-Term Monitoring Location
- Limits of Disturbance
- Proposed Improvements
- Reconstructed Wall
- City Boundary

0 75 150
FEET

SOURCE: Google Maps (2021); Kimley-Horn (2/2022)

I:\KHA2001\GIS\MXD\Noise\Monitoring_ModeledReceptor_Locations.mxd (3/24/2022)

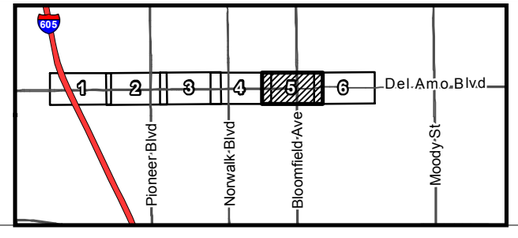
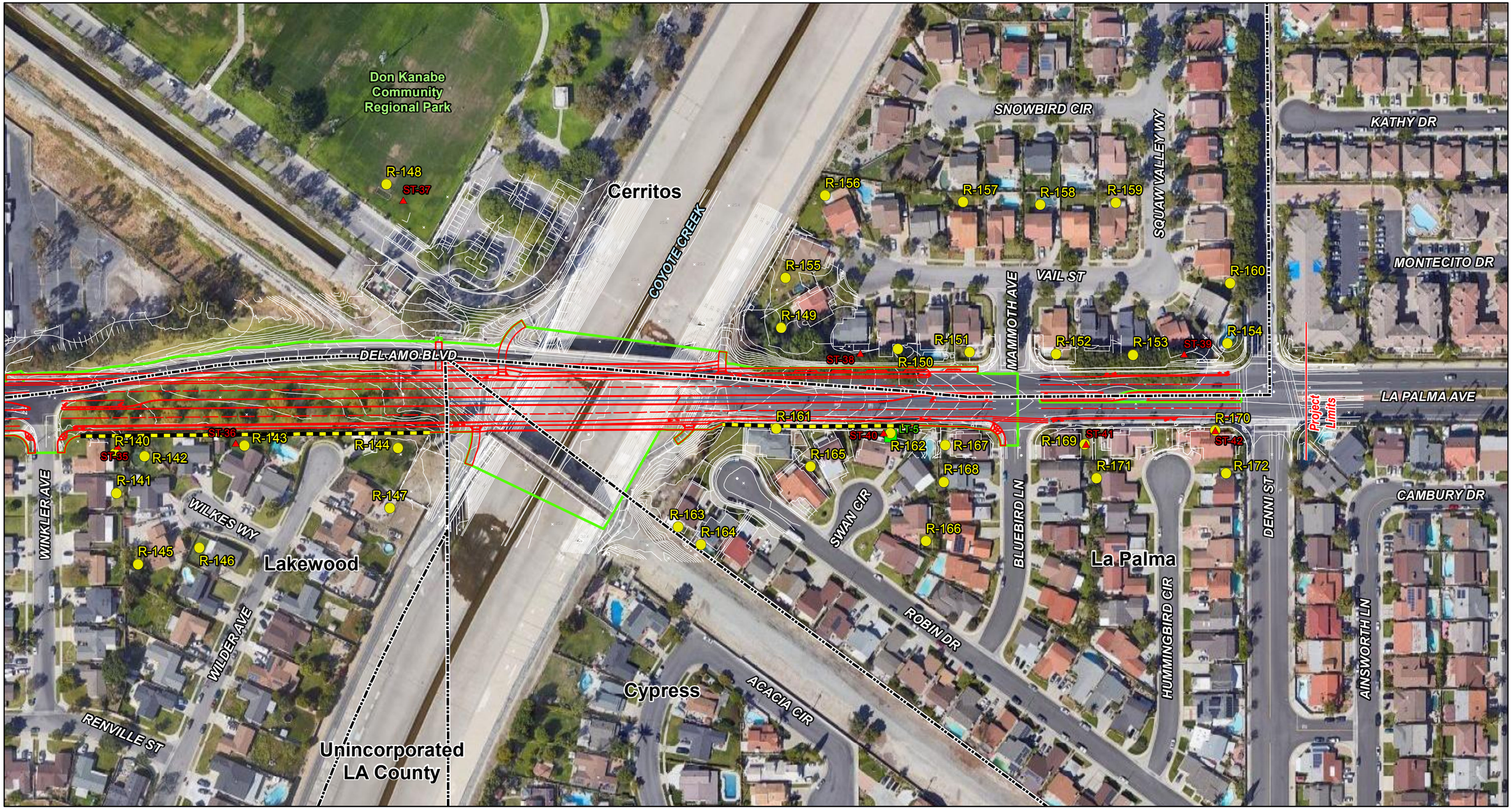


FIGURE 7
Sheet 5 of 6

Del Amo Bridge Replacement and Signal Enhancement Project

Monitoring and Modeled Receptor Locations



LSA

LEGEND

- Short-Term Monitoring Location
- Modeled Receptors
- Long-Term Monitoring Location
- Limits of Disturbance
- Proposed Improvements
- Reconstructed Wall
- City Boundary

0 75 150
FEET

SOURCE: Google Maps (2021); Kimley-Horn (2/2022)

I:\KHA2001\GIS\MXD\Noise\Monitoring_ModeledReceptor_Locations.mxd (3/24/2022)

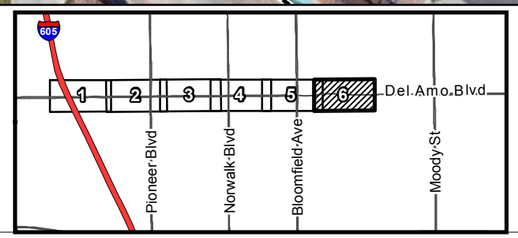


FIGURE 7
Sheet 6 of 6

Del Amo Bridge Replacement and Signal Enhancement Project

Monitoring and Modeled Receptor Locations

Table J: Predicted Traffic Noise

Receptor No.	Location	Land Use	Number of Receptors/Units	Existing Noise Level (dBA CNEL)	Future (2043) Noise Levels (dBA)				Impact
					No Build Alternative (CNEL)	Build Alternative (CNEL)	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions	
R-1	Mapes Avenue	Residential	3	60	60	60	0	0	No
R-2	Mapes Avenue	Residential	3	60	60	60	0	0	No
R-3	Mapes Avenue	Residential	2	61	61	61	0	0	No
R-4	Mapes Avenue	Residential	3	56	56	56	0	0	No
R-5	Mapes Avenue	Residential	1	56	56	56	0	0	No
R-6	Bouma Court	Residential	1	57	57	57	0	0	No
R-7	Del Amo Boulevard	School Gym	1	67	67	67	0	0	No
R-8	Del Amo Boulevard	School Playground	1	52	52	52	0	0	No
R-9	Elvins Street	Residential	2	64	64	64	0	0	No
R-10	Elvins Street	Residential	2	63	63	63	0	0	No
R-11	Elvins Street	Residential	2	63	63	63	0	0	No
R-12	Elvins Street	Residential	3	63	63	63	0	0	No
R-13	Elvins Street	Residential	3	63	63	63	0	0	No
R-14	Elvins Street	Residential	3	63	63	63	0	0	No
R-15	Elvins Street	Residential	3	63	63	63	0	0	No
R-16	Elvins Street	Residential	2	64	64	64	0	0	No
R-17	Sylanwood Avenue	Residential	2	61	61	61	0	0	No
R-18	Sylanwood Avenue	Residential	1	61	61	61	0	0	No
R-19	Renville Street	Residential	1	60	60	60	0	0	No
R-20	Renville Street	Residential	2	59	59	59	0	0	No
R-21	Elvins Street	Residential	2	59	59	59	0	0	No
R-22	Elvins Street	Residential	3	59	59	59	0	0	No
R-23	Elvins Street	Residential	3	57	57	57	0	0	No
R-24	Elvins Street	Residential	3	57	57	57	0	0	No
R-25	Elvins Street	Residential	2	57	57	57	0	0	No
R-26	Elvins Street	Residential	2	57	57	57	0	0	No
R-27	Elvins Street	Residential	1	54	54	54	0	0	No
R-28	Roseton Avenue	Residential	1	57	57	57	0	0	No
R-29	Roseton Avenue	Residential	1	57	57	57	0	0	No
R-30	Jersey Avenue	Residential	1	56	56	56	0	0	No
R-31	Jersey Avenue	Residential	1	58	58	58	0	0	No
R-32	Jersey Avenue	Residential	2	55	55	55	0	0	No
R-33	Jersey Avenue	Residential	2	56	56	56	0	0	No
R-34	Elvins Street	Residential	1	64	64	64	0	0	No
R-35	Elvins Street	Residential	3	61	61	61	0	0	No
R-36	Elvins Street	Residential	1	62	62	62	0	0	No
R-37	Elvins Street	Residential	1	56	56	56	0	0	No
R-38	Elvins Street	Residential	3	55	56	56	0	1	No
R-39	Elvins Street	Residential	1	56	56	56	0	0	No
R-40	Del Amo Boulevard	Commercial	1	66	66	66	0	0	No
R-41	Del Amo Boulevard	Commercial	1	66	67	67	0	1	No
R-42	Del Amo Boulevard	Commercial	1	64	64	64	0	0	No
R-43	Del Amo Boulevard	Commercial	1	70	70	70	0	0	No
R-44	Del Amo Boulevard	School Field	1	65	65	65	0	0	No
R-45	Del Amo Boulevard	School Classroom	1	71	71	71	0	0	No
R-46	Del Amo Boulevard	School Playground	1	64	64	64	0	0	No
R-47	Del Amo Boulevard	School Classroom	1	69	69	69	0	0	No
R-48	Del Amo Boulevard	School Classroom	1	66	66	66	0	0	No
R-49	Del Amo Boulevard	Commercial	1	70	70	70	0	0	No

Table J: Predicted Traffic Noise

Receptor No.	Location	Land Use	Number of Receptors/Units	Existing Noise Level (dBA CNEL)	Future (2043) Noise Levels (dBA)				Impact
					No Build Alternative (CNEL)	Build Alternative (CNEL)	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions	
R-50	Pioneer Boulevard	Restaurant	1	72	72	72	0	0	No
R-51	Del Amo Boulevard	Commercial	1	68	69	69	0	1	No
R-52	Pioneer Boulevard	Residential	1	63	63	63	0	0	No
R-53	Pioneer Boulevard	Residential	1	61	61	61	0	0	No
R-54	Arline Avenue	Residential	1	63	63	63	0	0	No
R-55	Clarkdale Avenue	Residential	2	60	60	60	0	0	No
R-56	Violeta Avenue	Residential	2	58	59	58	-1	0	No
R-57	Violeta Avenue	Residential	2	56	57	57	0	1	No
R-58	Seine Avenue	Residential	2	55	56	56	0	1	No
R-59	Devlin Avenue	Residential	1	58	58	58	0	0	No
R-60	Arline Avenue	Residential	1	60	60	60	0	0	No
R-61	Clarkdale Avenue	Residential	2	56	56	56	0	0	No
R-62	Clarkdale Avenue	Residential	2	52	52	52	0	0	No
R-63	Violeta Avenue	Residential	2	56	56	56	0	0	No
R-64	Seine Avenue	Residential	2	54	54	54	0	0	No
R-65	Devlin Avenue	Residential	1	55	55	55	0	0	No
R-66	Del Amo Boulevard	School Classroom	1	58	58	58	0	0	No
R-67	Del Amo Boulevard	School Field	1	64	64	64	0	0	No
R-68	Del Amo Boulevard	Church Building	1	69	69	69	0	0	No
R-69	Del Amo Boulevard	Church Playground	1	67	67	67	0	0	No
R-70	Avenida Barcelona	Residential	1	56	57	57	0	1	No
R-71	Avenida Barcelona	Residential	1	53	53	53	0	0	No
R-72	Avenida Barcelona	Residential	1	56	57	56	-1	0	No
R-73	Avenida Barcelona	Residential	1	54	55	55	0	1	No
R-74	Del Amo Boulevard	Church Building	1	66	67	67	0	1	No
R-75	Avenida Pamplona	Residential	1	57	57	57	0	0	No
R-76	Avenida Pamplona	Residential	1	53	54	54	0	1	No
R-77	Avenida Pamplona	Residential	2	57	57	57	0	0	No
R-78	Plaza De Madrid	Residential	2	57	57	57	0	0	No
R-79	Paseo Granada	Residential	1	62	63	63	0	1	No
R-80	Avenida Pamplona	Residential	2	54	54	54	0	0	No
R-81	Plaza De Madrid	Residential	2	55	55	55	0	0	No
R-82	Paseo Granada	Residential	1	61	62	62	0	1	No
R-83	Del Amo Boulevard	School Tennis Court	1	60	60	60	0	0	No
R-84	Del Amo Boulevard	School Gym	1	60	61	60	-1	0	No
R-85	Del Amo Boulevard	School Classroom	1	61	61	60	-1	-1	No
R-86	Del Amo Boulevard	School Classroom	1	66	66	66	0	0	No
R-87	Del Amo Boulevard	School Classroom	1	67	68	68	0	1	No
R-88	Del Amo Boulevard	School Classroom	1	66	67	67	0	1	No
R-89	Del Amo Boulevard	Church Building	1	70	70	70	0	0	No
R-90	Del Amo Boulevard	Church Building	1	68	69	68	-1	0	No
R-91	Del Amo Boulevard	School Playground	1	56	57	57	0	1	No
R-92	Norwalk Boulevard	Commercial	1	70	71	71	0	1	No
R-93	Thornlake Avenue	Residential	1	60	60	60	0	0	No
R-94	Belshire Avenue	Residential	2	55	55	55	0	0	No
R-95	Belshire Avenue	Residential	1	54	55	54	-1	0	No
R-96	Thornlake Avenue	Residential	1	58	58	58	0	0	No
R-97	Belshire Avenue	Residential	2	52	53	53	0	1	No
R-98	Belshire Avenue	Residential	1	51	52	52	0	1	No
R-99	Del Amo Boulevard	School Baseball Field	1	67	68	67	-1	0	No

Table J: Predicted Traffic Noise

Receptor No.	Location	Land Use	Number of Receptors/Units	Existing Noise Level (dBA CNEL)	Future (2043) Noise Levels (dBA)				Impact
					No Build Alternative (CNEL)	Build Alternative (CNEL)	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions	
R-100	Del Amo Boulevard	Residential	0	51	51	51	0	0	No
R-101	Del Amo Boulevard	Residential	0	58	58	58	0	0	No
R-102	Del Amo Boulevard	Residential	0	58	59	58	-1	0	No
R-103	Del Amo Boulevard	Residential	0	51	51	51	0	0	No
R-104	Rhoda Circle	Residential	3	58	59	58	-1	0	No
R-105	Rhoda Circle	Residential	1	52	53	53	0	1	No
R-106	Rhoda Circle	Residential	1	53	53	54	1	1	No
R-107	Inglenook Lane	Residential	1	59	59	59	0	0	No
R-108	Inglenook Lane	Residential	2	61	61	61	0	0	No
R-109	Inglenook Lane	Residential	2	59	60	60	0	1	No
R-110	Inglenook Lane	Residential	3	59	60	59	-1	0	No
R-111	Inglenook Lane	Residential	2	60	60	60	0	0	No
R-112	Inglenook Lane	Residential	2	60	60	60	0	0	No
R-113	Inglenook Lane	Residential	2	61	61	62	1	1	No
R-114	Bader Circle	Residential	1	53	53	53	0	0	No
R-115	Inglenook Lane	Residential	3	50	51	50	-1	0	No
R-116	Inglenook Lane	Residential	3	51	51	51	0	0	No
R-117	Cassia Court	Residential	1	54	55	55	0	1	No
R-118	Inglenook Lane	Residential	3	55	55	55	0	0	No
R-119	Del Amo Boulevard	Residential	2	49	49	49	0	0	No
R-120	Del Amo Boulevard	Residential	1	49	49	49	0	0	No
R-121	Elvins Street	Residential	2	49	50	50	0	1	No
R-122	Hawaiian Avenue	Residential	1	64	65	65	0	1	No
R-123	Hawaiian Avenue	Residential	1	59	59	59	0	0	No
R-124	Wardham Avenue	Residential	2	57	58	57	-1	0	No
R-125	Elvins Street	Residential	3	60	61	60	-1	0	No
R-126	Elvins Street	Residential	3	60	61	61	0	1	No
R-127	Elvins Street	Residential	2	64	64	65	1	1	No
R-128	Wardham Avenue	Residential	1	53	53	53	0	0	No
R-129	Elvins Street	Residential	2	52	52	52	0	0	No
R-130	Elvins Street	Residential	3	54	54	54	0	0	No
R-131	Elvins Street	Residential	2	58	58	58	0	0	No
R-132	Elvins Street	Residential	2	66	67	67	0	1	No
R-133	Bloomfield Avenue	Commercial	1	65	65	67	2	2	No
R-134	Del Amo Boulevard	Commercial	1	66	66	67	1	1	No
R-135	Del Amo Boulevard	Commercial	1	68	68	69	1	1	No
R-136	Callaway Avenue	Residential	1	54	54	56	2	2	No
R-137	Callaway Avenue	Residential	1	49	49	50	1	1	No
R-138	Winkler Avenue	Residential	1	55	55	58	3	3	No
R-139	Winkler Avenue	Residential	1	52	52	54	2	2	No
R-140	Winkler Avenue	Residential	1	53	53	57	4	4	No
R-141	Winkler Avenue	Residential	1	51	51	53	2	2	No
R-142	Wilkes Way	Residential	2	54	54	57	3	3	No
R-143	Wilkes Way	Residential	2	53	53	57	4	4	No
R-144	Wilder Avenue	Utility	1	58	58	56	-2	-2	No
R-145	Wilkes Way	Residential	1	47	47	48	1	1	No
R-146	Wilkes Way	Residential	1	49	49	50	1	1	No
R-147	Wilder Avenue	Residential	1	52	52	52	0	0	No
R-148	Bloomfield Avenue	Sports Complex	1	52	52	55	3	3	No

Table J: Predicted Traffic Noise

Receptor No.	Location	Land Use	Number of Receptors/Units	Existing Noise Level (dBA CNEL)	Future (2043) Noise Levels (dBA)				Impact
					No Build Alternative (CNEL)	Build Alternative (CNEL)	Build Alternative Minus No Build Conditions	Build Alternative Minus Existing Conditions	
R-149	Vail Street	Residential	1	54	54	55	1	1	No
R-150	Vail Street	Residential	2	57	57	59	2	2	No
R-151	Vail Street	Residential	2	59	59	61	2	2	No
R-152	Vail Street	Residential	2	57	57	59	2	2	No
R-153	Vail Street	Residential	2	58	58	60	2	2	No
R-154	Squaw Valley Way	Residential	1	62	62	63	1	1	No
R-155	Vail Street	Residential	1	52	52	52	0	0	No
R-156	Vail Street	Residential	2	49	49	49	0	0	No
R-157	Vail Street	Residential	2	49	49	50	1	1	No
R-158	Vail Street	Residential	2	49	49	50	1	1	No
R-159	Vail Street	Residential	2	49	50	51	1	2	No
R-160	Squaw Valley Way	Residential	1	55	56	56	0	1	No
R-161	Robin Drive	Residential	2	55	55	58	3	3	No
R-162	Swan Circle	Residential	2	58	58	60	2	2	No
R-163	Robin Drive	Residential	1	52	52	54	2	2	No
R-164	Robin Drive	Residential	1	51	51	53	2	2	No
R-165	Swan Circle	Residential	1	52	52	55	3	3	No
R-166	Swan Circle	Residential	1	51	51	53	2	2	No
R-167	Bluebird Lane	Residential	1	57	57	59	2	2	No
R-168	Bluebird Lane	Residential	1	54	54	56	2	2	No
R-169	Bluebird Lane	Residential	2	57	57	59	2	2	No
R-170	Hummingbird Circle	Residential	1	63	63	64	1	1	No
R-171	Hummingbird Circle	Residential	2	54	54	56	2	2	No
R-172	Hummingbird Circle	Residential	1	56	57	57	0	1	No

Source: Compiled by LSA Associates, Inc. (2022)
dBA CNEL = Community Noise Equivalent Level measured in A-weighted decibels.

Regulatory Compliance Measures and Standard Conditions

The following regulatory compliance (RC) measure and standard conditions (SC) for noise impacts are required:

RC-NOS-1 The construction contractor shall limit construction activities to between the hours of 7:00 a.m. and 5:00 p.m. from Monday through Friday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday. Construction is prohibited outside these hours or at any time on Sundays and federal holidays.

SC-NOS-1 During all project site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.

SC-NOS-2 The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and most noise-sensitive receptors nearest the project site during all project construction.

SC-NOS-3 The construction contractor shall place all stationary construction equipment so that the emitted noise is directed away from the sensitive receptors nearest the project site.

b) ***Less than Significant with Mitigation Incorporated.***

Temporary Vibration Impacts. Although vibration levels generated from short-term construction are permitted based on Section 22.80.460 of the City of Cerritos Municipal Code, vibration levels generated from short-term construction were evaluated for building damage. Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings on soil near an active construction area respond to these vibrations, which range from imperceptible to low rumbling sounds with perceptible vibrations and slight damage at the highest vibration levels.

Table 5-2 from the *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020) shows that the vibration damage threshold for continuous/frequent intermittent sources is 0.25 peak-particle velocity (PPV) (inches per second [in/sec]) for historic and some old buildings, 0.3 PPV (in/sec) for older residential structures, and 0.5 PPV (in/sec) for new residential structures and modern industrial/commercial buildings. In addition, the Manual shows the vibration annoyance potential criteria to be barely perceptible at 0.01 PPV (in/sec), distinctly perceptible at 0.04 PPV (in/sec), and strongly perceptible at 0.10 PPV (in/sec) for continuous/frequent intermittent sources. These thresholds were used to evaluate the potential for short-term construction-related ground-borne vibration during project construction.

Table K shows the reference vibration levels at a distance of 25 ft for each type of standard construction equipment from the *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020). Construction of the proposed Project is expected to require the use of a large bulldozer, loaded truck, and jackhammer, which would generate ground-borne vibration of up to 0.089 PPV (in/sec), 0.076 PPV (in/sec), and 0.035 PPV (in/sec) when measured at 25 ft, respectively.

Table K: Construction Vibration Equipment

Equipment	Reference PPV at 25 ft (in/sec)
Vibratory roller	0.210
Large bulldozer	0.086
Caisson drilling	0.086
Loaded trucks	0.076
Jackhammer	0.035
Small bulldozer	0.003
Crack-and-seat operations	2.4

Source: *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020).
ft = foot/feet
in/sec = inches per second
PPV = peak particle velocity

The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the proposed Project boundary (assuming the construction equipment would be used at or near the proposed Project boundary) because vibration impacts normally occur at or within the buildings.

Table L lists the various construction equipment expected to be used and the projected vibration levels at the closest buildings from the proposed Project's limits of disturbance. As shown in Table L, the closest residential and commercial structure to the proposed Project's limits of disturbance are 4 ft and 5 ft away and would experience vibration levels of up to 1.391 PPV (in/sec) and 0.995 PPV (in/sec), respectively. These vibration levels would have the potential to result in building damage because vibration levels would exceed the vibration damage threshold of 0.3 PPV (in/sec) for old residential structures and 0.50 PPV for commercial structures.

Table L: Construction Vibration Levels

Structure	Construction Equipment	Reference Vibration Level (PPV)	Distance[1] (ft)	Vibration Level (PPV)	Vibration Damage
Residence[2]	Large Bulldozers	0.089	4	1.391	0.3
	Loaded Trucks	0.076	4	1.188	0.3
	Jackhammer	0.035	4	0.547	0.3
Residence[3]	Large Bulldozers	0.089	75	0.017	0.3
	Loaded Trucks	0.076	75	0.015	0.3
	Jackhammer	0.035	75	0.007	0.3
Commercial	Large Bulldozers	0.089	5	0.995	0.5
	Loaded Trucks	0.076	5	0.850	0.5
	Jackhammer	0.035	5	0.391	0.5

Source: Compiled by LSA (2022).

[1] Distance from equipment to the building structure.

[2] Residences located along Del Amo Boulevard between Bloomfield Avenue and Denni Street.

[3] Residences located along Coyote Creek between Centralia Street and Del Amo Boulevard.

ft = foot/feet

PPV = peak particle velocity

The implementation of mitigation measures to restrict heavy construction equipment (e.g., large bulldozers and loaded truck) or require the use of light construction equipment (e.g., small bulldozers and pick-up trucks) within 12 ft from residential structures and 8 ft from commercial structures located along Del Amo Boulevard between Bloomfield Avenue and Denni Street would reduce construction vibration levels to 0.3 PPV (in/sec) and 0.5 PPV (in/sec), respectively. Therefore, vibration levels generated from project construction activities would be less than significant with the implementation of mitigation measures.

Permanent Vibration Impacts. Once operational, the proposed project would not generate any additional traffic, and regional traffic trips are expected to remain the same. Long-terms ground-borne vibration is mostly associated with passenger vehicles and trucks traveling on roads with poor conditions (e.g., potholes, bumps, expansion joints, or other discontinuities in the road surface). Vibration effects of passenger vehicles and trucks (e.g., rattling of windows) are almost always a result of airborne noise. The proposed project would include new asphalt pavement with proper maintenance. As a result, there would be no potholes, bumps, or other discontinuities in the road surface that would generate long-term ground-borne vibration or noise impacts from vehicular traffic traveling on Del Amo Boulevard. Therefore, vibration levels generated from project operations would be less than significant. No mitigation measures are required.

Mitigation Measures

The following vibration mitigation measure (MM) is required:

MM-NOS-1 During construction, the construction contractor shall restrict heavy construction (e.g., large bulldozers and loaded trucks) or require the use of light construction equipment (e.g., small bulldozers and pick-up trucks) within 12 ft of residential structures and 8 ft of commercial structures along Del Amo Boulevard between Bloomfield Avenue and Denni Street. This requirement will be identified in the project specifications.

c) ***No Impact.*** The closest airports to the proposed Project area are the Los Alamitos Joint Forces Training Base, Long Beach Airport, and Fullerton Municipal Airport, which are located approximately 3.6 miles south, 7.1 miles southwest, and 4.3 miles northeast of the proposed Project. The proposed Project area is well beyond the 60 dBA Community Noise Equivalent Level (CNEL) impact zone from the Los Alamitos Joint Forces Training Base and Fullerton Municipal Airport based on the Airport Environs Land Use Plan for the respective airports. For Long Beach Airport, the proposed Project area is well beyond the 65 dBA CNEL impact zone based on the Los Angeles County Airport Land Use Plan. Additionally, there are no helipads or private airstrips within 2 miles of the proposed Project area. Therefore, the proposed Project would not expose people residing or working in the proposed Project vicinity to excessive noise levels from aircraft noise. No noise impacts would occur.

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

The proposed Project is located in the Cities of Cerritos, Lakewood, Cypress, and La Palma, crossing the boundary between Los Angeles County and Orange County, California. According to the United States Census Bureau, there are approximately 50,000 people in the City of Cerritos, 80,200 people in the City of Lakewood, 50,000 people in the City of Cypress, and 15,600 people in the City of La Palma per the 2019 American Community Survey 5-Year Estimates (U.S. Census Bureau 2019. Based on the Southern California Association of Governments' (SCAG) 2020 adopted growth estimates, the population of the Cities of Cerritos, Lakewood, Cypress, and La Palma are projected to reach 50,100, 84,500, 51,300, and 16,100, respectively, by the year 2045 (2020–2045 Connect SoCal Regional Transportation Plan/ Sustainable Communities Strategy [RTP/SCS] Demographics and Growth Forecast).

SCAG population projections don't reflect the population estimates generated by the Regional Housing Needs Assessment (RHNA). Table M summarizes the projected population estimates for the cities of Cerritos, Lakewood, Cypress, and La Palma for the year 2029 based on the RHNA Allocation and the current population estimates according to the United States Census Bureau.

Table M: Population Estimates Based on RHNA Estimates

City	RHNA Allocation*	Average Household Size[1]	RHNA-Population Increase Estimate[2]	Projected Population Estimates Using RHNA for End of 6th Cycle Housing Element (2029)[3]
Cerritos	1,908	3.20	6,106	56,106
Lakewood	3,922	3.11	12,198	92,398
Cypress	3,936	3.09	12,163	62,163
La Palma	802	3.16	2,535	18,135

* Represents the number of housing units that are required during the 6th Cycle Housing Element (2021-2029)

[1] United States Census Bureau. Table DP02.

[2] Found by multiplying RHNA Allocation with Average Household Size

[2] Found by adding RHNA Population Increase Estimate to current population estimates

This analysis shows that there are discrepancies between the population growth associated with full buildout of the RHNA and the SCAG 2020 adopted growth estimates. In order to address this issue, subregional councils of government are currently providing input to SCAG regarding the growth projections that will be used for the 2024 RTP/SCS that will replace the Connect SoCal Plan.

a) ***Less than Significant Impact.*** The proposed Project proposes roadway improvements and bridge removal and realignment along Del Amo Boulevard. The proposed Project would not amend any of the existing connections that Del Amo Boulevard currently provides or make any changes to the routes that are already established, and the proposed roadway improvements would address existing operational deficiencies within the proposed Project area. The proposed Project would not result in induced traffic demand or additional vehicle trips within the proposed Project area and would not result in substantial growth. The area has been almost completely built out since population growth slowed in the early 2000s, and thus, the proposed Project area and surrounding area are not expected to house substantial new development. Additionally, as a transportation improvement project, the proposed Project would not introduce any new land uses or characteristics that would directly induce unplanned population growth. As a result, the proposed improvements included in the proposed Project and/or the locations of those improvements would not likely influence the rate, type, amount and/or location of growth in these areas of Cerritos, Lakewood, Cypress, and La Palma**.** Therefore, there would be less than significant impacts related to population growth, and no mitigation is required.

b) ***No Impact.*** Implementation of the proposed Project would not require the acquisition of any additional right-of-way. No residences or businesses would be acquired for the proposed Project. Therefore, the proposed Project would not displace existing people or housing, and no replacement housing would be required, and the proposed Project would have no impacts related to residential displacement.

XV. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, a 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:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

a) ***Less than Significant Impact.*** The proposed Project area is served by the Los Angeles County Fire Department and the Orange County Fire Authority (OCFA) for fire protection, medical, and rescue services. The Los Angeles County Fire Department provides fire protection and life safety services to over four million residents in the 59 cities and all unincorporated areas of Los Angeles County (Los Angeles County Fire Department Strategic Plan 2018). OCFA is a regional service agency that provides fire suppression, emergency medical services, hazardous materials response, wildland firefighting, technical rescue, and airport rescue firefighting services, and a variety of other public services to its service area of approximately two million residents that includes 24 cities in Orange County and all unincorporated areas in the County. Currently, OCFA has a total of 77 stations located throughout Orange County (OCFA Fiscal Year 2020–2021 Adopted Budget, 2021). Los Angeles County Fire Station No. 34 is located approximately 0.6 mile south of the Project area at 21207 Norwalk Boulevard and is the station that would be the first to serve the Project area in the event of an emergency. Other fire stations that are located close to the Project area that may serve as "second call" stations to support Fire Station No. 34 include Los Angeles County Fire Station No. 30 located approximately 0.8 mile north of the Project area at 19030 Pioneer Boulevard, and Los Angeles County Fire Station No. 94 located approximately 0.6 mile west of the Project area at 6421 Turnergrove Drive.

According to the City of Cypress's General Plan Safety Element, it is the OCFA's goal to have the first responding company for a fire call reach the emergency scene within 8 minutes and paramedics reach the scene within 5 minutes, at least 90 percent of the time. In Fiscal Year 2020–2021, OCFA responded to emergency calls within 9 minutes and 15 seconds 90 percent of the time across all service areas (OCFA Fiscal Year 2020-2021 Adopted Budget, 2021). Although the ratio of firefighters per 10,000 residents increased slightly in the last two fiscal years from 5.39 to 5.86 firefighters for every 10,000 residents, during the past 10-year time frame, emergency call load has increased by 83 percent, due in part to the City of Santa Ana joining the OCFA in April of 2012 and the City of Garden Grove joining in August 2019.[6]

The proposed Project includes improvements to existing roadways and new pedestrian and bike facilities and would not result in any new land uses that would require fire protection. The proposed Project would improve mobility and traffic safety for local communities, residents, and regional users

[6] OCFA. Fiscal Year 2020/2021 Adopted Budget. Website: https://ocfa.org/Uploads/Transparency/ OCFA% 202020-2021%20Adopted%20Budget.pdf (accessed November 22, 2021).

of a critical corridor shared by multiple jurisdictions, as well as enhance traffic circulation, improve traffic safety, and maintain roadway aesthetics. Additionally, the proposed Project would adhere to the development standards described in the Municipal Code of the Cities of Cerritos, Lakewood, Cypress, and La Palma that are related to public safety. The proposed Project would also be designed to comply with all Los Angeles County Fire Department and OCFA requirements, including providing adequate fire flow/ structure protection to the proposed Project area and providing adequate access for emergency vehicles. Therefore, the proposed Project would not require the construction of new fire protection facilities or the upgrade of existing facilities, which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection, and impacts associated with fire protection services would be less than significant. No mitigation is required.

b) ***Less than Significant Impact.*** The Los Angeles County Sheriff's Department (LASD), the Cypress Police Department (CPD), and the La Palma Police Department provide police services within the Cities of Cerritos, Lakewood, Cypress, and La Palma. As discussed in Response XV (a), above, the proposed Project would result in improvements to an existing roadway and would not result in any new land uses that would require additional police protection. No long-term road closures or closures during peak travel hours are anticipated through the proposed Project area during construction of the roadway reconstruction or bridge realignment.

The proposed Project is anticipated to improve traffic, increase mobility, and improve traffic safety along Del Amo Boulevard once improvements are operational. Therefore, the proposed Project would have a beneficial impact on emergency services response times within the proposed Project area and the surrounding area. The proposed Project would not generate demand for police protection, and no additional or expanded facilities would be needed. Additionally, the proposed Project would adhere to all applicable policies and codes related to the provision of police services. Thus, impacts on police services would be less than significant.

c) ***Less than Significant Impact.*** There are ten schools located within the proposed Project area. Schools in the proposed Project area include Haskell STEM Academy, ABC Adult School, Willow Elementary School, Artesia High School, Steve Luther Elementary School, Palms Elementary School, Nixon Academy, Sonshine Preschool, Tetzlaff Academy, and Melbourne Elementary School. The proposed Project involves roadway improvements along Del Amo Boulevard and a realignment of the bridge that crosses Coyote Creek. Del Amo Boulevard would remain operational in both directions during the demolition of the abandoned railroad bridge and construction of the new bridge. Additionally, short-term closures of Del Amo Boulevard would be necessary, but they would be done at night or during off-peak hours to ensure that access to all schools, businesses, and residences can be maintained. The proposed Project would not include the development of land uses that would generate additional habitable structures or employment opportunities that would result in an increase in population that may lead to an increase in school-age children. Therefore, although the proposed Project would contribute to changes in traffic patterns over the course of construction, the proposed Project would result in a less than significant impact on schools, and no mitigation is required.

d) ***Less than Significant Impact.*** Parks in the proposed Project area include Gridley Park, Jim Edwards Park (formerly Jacob Park), Rynerson Park, Palms Park and Community Center, Don Knabe Community Regional Park, and El Rancho Verde Park. As is mentioned in Response XV (c) above, Del Amo Boulevard would remain operational in both directions during the demolition of the abandoned railroad bridge and construction of the new bridge crossing Coyote Creek. Although short-term closures of Del Amo Boulevard would be necessary, the closures would be done at night or during off-

peak hours to ensure that access to all schools, businesses, and residences can be maintained. Additionally, the roadway improvements would not result in a meaningful difference in the demand for park services, and it is not anticipated that there would be an increase in park users in the proposed Project area. The proposed Project would not include the development of land uses that would generate additional habitable structures or employment opportunities that would result in an increase in population. Therefore, park access would be maintained, and there would be a less than significant impact to the six parks within the proposed Project study area.

e) ***Less than Significant Impact.*** Other public facilities that are located in the proposed Project vicinity include three churches: Cerritos Baptist Church, Church in Cerritos, and Crossroads Multinational Church of the Nazarene. As is mentioned in Responses XV (c) and XV (d) above, Del Amo Boulevard would remain operational in both directions during the demolition of the existing bridge and construction of the new bridge, and although short-term closures of Del Amo Boulevard would be necessary, they would be done at night or during off-peak hours to ensure that access to all schools, businesses, and residences can be maintained. The roadway improvements would not increase demand for church facilities or any other recreational facilities in the proposed Project area since they would not lead to the development of land uses that would generate additional habitable structures. There would be a less than significant impact to churches and other recreational facilities, and no mitigation is required.

XVI. RECREATION

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

a) ***No Impact.*** The City of Cerritos General Plan Open Space/Recreation Element states a goal of providing 3.2 acres of parks per 1,000 residents; the City of Lakewood General Plan states that it follows the recommendations of the National Park and Recreation Association (NRPA) to provide 2.5 acres of open space per 1,000 residents; the City of Cypress General Plan Conservation/Open Space/Recreation Element states a goal of providing 3 acres of parkland per 1,000 residents; and, the La Palma General Plan Open Space and Conservation Element states a goal of providing 4 acres of parks and recreational space per 1,000 residents. The proposed Project includes the construction of 2 miles of improvements along Del Amo Boulevard which include the removal of the abandoned railroad bridge and realignment of the bridge that crosses Coyote Creek, traffic signal synchronization, traffic calming, and bicycle and pedestrian enhancements. The proposed Project does not include the construction or development of any elements that would result in increased demand for parks or other recreational facilities.

Additionally, there are six parks in the proposed Project vicinity that include Gridley Park, Jim Edwards Park (formerly Jacob Park), Rynerson Park, Palms Park and Community Center, Don Knabe Community Regional Park, and El Rancho Verde Park. Due to the adequate number of recreational areas in the proposed Project vicinity, it is unlikely that the increased mobility and accessibility provided by the proposed roadway improvements and increased connectivity would result in the demand for more recreational facilities. No impacts would occur.

b) ***No Impact.*** The proposed Project consists of roadway improvements and removal of the abandoned railroad bridge and realignment of a new bridge over Coyote Creek. Accordingly, the proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment. Therefore, no impacts would occur.

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

The Traffic Study/Vehicle Miles Traveled (VMT) Draft for CEQA (2022) analysis, prepared by Kimley-Horn for the proposed Project, is available separately. A portion of the section below is based on the results of the Traffic Study/VMT analysis.

a) ***Less than Significant Impact.*** The proposed Project consists of roadway improvements and signal enhancements, realignment of the Coyote Creek Bridge, and demolition of the old Coyote Creek Bridge and abandoned railroad bridge. The signal enhancements include installation of sidewalks, a High Intensity Activated Crosswalk (HAWK) signal, and high visibility crosswalks and signage. Traffic signals will be upgraded for timing/phasing improvements. The proposed Project will install Class II bike lanes on the south side of the street from Bloomfield Avenue to Denni Street at the eastern city limit and on the north side of the street from Winkler Avenue to Denni Street. The existing bridge that crosses Coyote Creek will be replaced with a new bridge that includes sidewalk and Class II bike lanes on both sides as well as a two-way Class IV cycle track north of the bridge. The proposed Project also eliminates the horizontal curve at the bridge by realigning Del Amo Boulevard.

There are several public transit routes that run through the proposed Project area including the Orange County Transportation Authority (OCTA) Local Route 38, the Los Angeles Metro Local Bus Route 62, the Long Beach Transit Routes 191 and 173, and the Cerritos on Wheels Routes 1A/1B and 2A/2C. The phasing of the proposed Project construction would keep Del Amo Boulevard operational in both directions during demolition of the existing bridge and construction of the new bridge.

The new bridge would be built in two stages; traffic would remain on the existing bridge while the southerly portion of the new bridge is under construction in the first phase, and traffic would be shifted to the newly completed portion in the second phase. The existing bridge will then be demolished and the northerly portion of the new bridge will be constructed. Short-term roadway closures would be necessary, but these can be done at night or during off-peak hours, and access to all businesses and residences would be maintained.

Additionally, pedestrian and bike traffic, including the Coyote Creek Bikeway, would also be maintained throughout the construction duration. Coyote Creek Bikeway bicycle and pedestrian access at Del Amo Boulevard would also be maintained when possible. When access along the Coyote Creek Bikeway is restricted during construction, a detour route will be established.

The construction staging approach goal is to keep Del Amo Boulevard operational in both directions during the demolition of the existing bridge and construction of the new bridge. The new bridge would be built in two stages. In the first stage, traffic would remain on the existing bridge while the southerly portion of the new bridge is under construction. In the second stage, traffic would be shifted to the newly completed portion. The existing bridge would then be demolished, and the northerly portion of the new bridge would be constructed. Short-term roadway closures would be necessary, but these can be done at night or during off-peak hours, and access to all businesses and residences can be maintained.

A pedestrian sidewalk does not currently exist on the southern side of the bridge, and the proposed Project would increase connectivity and access by adding sidewalks on both sides of the bridge. Other pedestrian improvements include upgraded signal hardware, a leading pedestrian interval, and loop detection, signs, and striping at five signalized intersections. These improvements will move traffic more smoothly while eliminating conflict points between turning vehicles and crossing pedestrians. In summary, the proposed Project would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant.

b) ***Less than Significant Impact.*** *State CEQA Guidelines* Section 15064.3 subdivision (b) describes specific criteria that can be used in determining the significance of transportation impacts related to vehicle miles traveled (VMT).

The Project proposes a bridge widening where an additional lane eastbound and westbound will be added. However, there will be no increase in roadway capacity since the number of lanes on Del Amo Boulevard on either side of the bridge replacement will remain unchanged. Further, the capacity of the signalized intersections on either side of the Del Amo Boulevard bridge will not change since the lane configurations at these intersections will remain the same. It is reasonable to assume that the additional travel lane will not divert significant traffic to Del Amo Boulevard because the widening occurs over the distance of less than 0.3 mile along Del Amo Boulevard to match the rest of the roadway cross-section along the corridor. Considering the length of the roadway widening and other parallel arterials on this grid roadway network, Del Amo Boulevard would not become a more attractive route, therefore the project would not result in induced demand and is not expected to increase regional total VMT. In addition, the Office of Planning and Research (OPR) includes safety projects and replacement of existing transportation assets as projects that would not likely lead to a substantial or measurable increase in VMT. The proposed project will replace a structure so that it is realigned with the rest of the corridor, removes existing chokepoints, and adds improvements for pedestrians and bicycles. The project will also increase the efficiency of several transit routes that currently service Del Amo Boulevard study corridor - Orange County Bus (route 38), Long Beach Transit (route 191), and Cerritos on Wheels (routes 1 and 2). The proposed Project is intended to improve mobility and traffic safety for all local communities. The Project would also enhance traffic circulation and will eliminate vehicles having to traverse non-direct paths. Therefore, it can be concluded that the proposed Project would not conflict or be inconsistent with the *State CEQA Guidelines.* This project has no impact on regional VMT and should be presumed to cause a less than significant transportation impact.

c) ***No Impact.*** The proposed Project would install sidewalks, a HAWK signal, and high visibility crosswalks and signage as well as upgrade the timing and phasing for traffic signals along Del Amo Boulevard. The proposed Project would also replace the existing two-lane bridge that crosses Coyote Creek with a new bridge providing greater connection for bicyclists and pedestrians and realign Del Amo Boulevard in order to straighten the roadway and eliminate curves on the roadway. The area surrounding the proposed Project area vicinity is zoned for commercial, residential, open space, and recreational, and thus, the nature of the roadway improvement project is compatible with the purpose that the area serves. Accordingly, the proposed Project does not propose any improvements that would substantially increase hazards due to geometric design features or incompatible uses, and there would be no impact.

d) ***Less than Significant with Mitigation Incorporated.*** Proposed Project construction would involve roadway and bridge improvements along Del Amo Boulevard and on the Coyote Creek Bridge that could temporarily affect access for emergency vehicles; however, construction would not result in the full closure of the roadways and emergency access would be maintained through the corridor. As stated in Response XVII (a) above, the new bridge would be built in two stages to ensure that Del Amo Boulevard is left operational in both directions during construction. Short-term roadway closures would be necessary, but these can be done at night or during off-peak hours, and access to all businesses and residences would be maintained. According to the Preliminary TMP Memo prepared by Kimley-Horn and Associates, any temporary closures would require public outreach and proper advance notification when they occur. As such, implementation of the proposed Project would not result in significant impacts to adequate emergency access with implementation of MM-TRAN-1 defined below.

Mitigation Measures

The following transportation mitigation measure (MM) is required:

MM-TRAN-1 **Transportation Management Plan.** A Preliminary Transportation Management Plan (TMP) was prepared on May 13, 2021. During final design, the Project Engineer shall prepare a revised Final TMP. The objectives of the TMP will be to:

2. Maintain traffic safety during construction;

3. Effectively maintain an acceptable level of traffic flow along Del Amo Boulevard during construction;

4. Minimize traffic delays and facilitate reduction of duration of construction activities;

5. Minimize detours and impacts to pedestrians and bicyclists;

6. Foster public awareness of the project and related impacts; and

7. Incorporate input on the Final TMP measures from stakeholders.

The TMP shall address all aspects of transportation effects of all construction activities on vehicular, pedestrian, and bicycle access and mobility, including: temporary lane, sidewalk closures; detours; increases in traffic volumes (including regular traffic and construction traffic, construction equipment, materials delivery vehicles, waste/haul vehicles, and employee commutes); and potential effects on emergency services (e.g., fire, police, ambulances), transit services, bicyclists, and pedestrians). The development

of the TMP will be closely coordinated local jurisdictions (cities and the county), and other potentially affected parties (school bus and transit operators and police, fire, and emergency services providers). The TMP shall identify specific TMP strategies, the party/parties responsible for implementing those strategies, the agencies and parties the TMP strategies will be coordinated with, and the timing of the implementation of those strategies. The TMP shall include information in other languages as determined by the local jurisdictions. The Final TMP shall be approved by the City Engineer and incorporated into the final design plans and specifications.

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	Less than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

a) ***Less Than Significant with Mitigation Incorporated.*** On August 24, 2021, the City sent an initiation of studies letter to their tribal contacts providing the project description and a summary of the extent of the proposed project. A letter and location map describing the proposed project was sent to the Native American Heritage Commission (NAHC), requesting a list of tribes eligible to consult with the City, pursuant to Public Resources Code section 21080.3.1. On June 22, 2022, the NAHC responded in a letter with a list of tribal contacts. The City sent letters to these individuals via certified mail on June 21 and June 22, 2022, notifying them of their opportunity to consult for this Project.

On June 21, 2022, the representative from the Gabrieleno Band of Mission Indians – Kizh Nation responded acknowledging that the project is within their Ancestral Tribal Territory and requested consultation. On September 28, 2022, the representative from the Gabrieleno Band of Mission Indians – Kizh Nation sent a list of construction monitoring measures that were requested to be included as part of project implementation. These mitigation measures are listed below and in section V, Cultural Resources. With implementation of mitigation measures MM-TCR-1, MM-TCR-2, and MM-TCR-3, the proposed project would avoid any impacts on any unforeseen resources encountered during grading activities.

On July 25, 2022, the representative from the Gabrielino Tongva Indians of California responded with a request for a survey of the area. The City provided this survey to the Tribe on August 1, 2022 and has since received no response. Since August 2022, numerous attempts to obtain comments from the Gabrielino Tongva Indians of California have been made by the City to no avail. As such, the City of Cerritos determined on March 13, 2023 that the consultation for the project is closed.

Mitigation Measures

The following Mitigation Measure (MM) would be adhered to during construction of the proposed Project:

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

1. 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.
2. 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.
3. 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.
4. 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.
5. 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.

The following Mitigation Measures (MMs) would be applicable to the construction of the proposed Project in the event that human remains are identified and the NAHC determines that the Gabrieleño Band of Mission Indians – Kizh Nation is the MLD.

MM-TCR-2 Unanticipated Discovery of Human Remains and Associated Funerary Objects

1. 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.

2. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
3. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
4. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)
5. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
6. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

MM-TCR-3 **Procedures for Burials and Funerary Remains:**

1. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.
2. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
3. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

4. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
5. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
6. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
7. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

b) ***Less Than Significant with Mitigation Incorporated.*** Refer to Response XVIII (a) above.

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 would cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) ***Less than Significant Impact.*** The proposed Project would include utility relocations. The realignment of the Del Amo Boulevard Bridge would require existing SCE distribution power poles and telecommunication overhead lines to be relocated in areas impacted by the bridge abutments for the new bridge and street widening. Existing power poles located south of Del Amo Boulevard between Bloomfield Avenue and Bluebird Lane would be relocated within the proposed sidewalk south of Del Amo Boulevard.

Existing storm drain would either be protected in place or adjusted during construction of the proposed developments. As stated in Section X, Hydrology and Water Quality, a Stormwater Pollution Prevention Plan (SWPPP) would be prepared and Best Management Practices (BMPs) implemented to reduce pollutants of concern from going into the stormwater runoff. Construction BMPs would include Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Therefore, the proposed Project would cause a less than significant environmental impact as it relates to relocations or construction of new water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities.

b) ***Less than Significant Impact.*** The proposed Project area is located in and served by both the Central Basin Metropolitan Water District (CBMWD) and the Metropolitan Water District of Orange County (MWDOC) for its municipal water use. According to the 2020 Urban Water Management Plans of each water district, the current and future project water supply in normal, single dry year, or multiple dry year conditions exceeds the current and future demand under these respective conditions. Therefore,

there are sufficient water supplies for the service area, including the proposed Project area. Existing residents, commercial facilities, recreational facilities, or businesses would not be impacted or relocated. However, during construction, the proposed Project would require a limited increase in regular water usage to control dust and other discharges not subject to a separate general National Pollutant Discharge Elimination System (NPDES) permit adopted by the region (Kimley-Horn 2021). Additionally, the proposed Project operation would demand the use of water in order to maintain the landscaping that would be added on the north side of Del Amo Boulevard to compensate for the removal of the landscaped area between Coyote Creek and Winkler Avenue on the south side of Del Amo Boulevard. However, this would not be a substantial increase in demand since the proposed landscaped area north of Del Amo Boulevard will be similar to the existing landscaped area south of Del Amo Boulevard. The proposed Project is consistent with the roadway designation in the City of Cerritos, Lakewood, and La Palma Circulation Elements and thus, anticipated water use has been considered in the water supply planning for future water supplies in each respective district's service area. Therefore, the proposed Project would not result in insufficient water supplies during normal, dry, and multiple dry years, and impacts related to water supply would be less than significant.

c) ***Less than Significant Impact.*** The proposed Project area is located in the service areas of CBMWD and MWDOC, and each provides wastewater services to the surrounding vicinity. However, the proposed Project does not consist of any new commercial, residential, or any other new land uses that would alter the proposed Project area's wastewater production or contribute to the generation of any wastewater. Therefore, the proposed Project would not result in a determination by either CBMWD or MWDOC that it has inadequate capacity to serve the proposed Project's anticipated demand in addition to the provider's existing commitments. There may be an incremental increase in the production of wastewater during construction; however, impacts related to wastewater generation would be less than significant.

d) ***Less than Significant Impact.*** The proposed Project would temporarily generate waste associated with demolition and construction activities. The SWPPP provided for the proposed Project indicates solid waste management, concrete waste management, and sanitary/septic waste management BMPs. The City of Cypress contracts with Valley Vista Services for its waste management services; Cerritos contracts with Calmet Services, Inc. for its waste management services; and Lakewood and La Palma contract with EDCO for their waste management services. Other than the temporary construction-related waste that would be generated by the proposed Project, the proposed Project would not consist of any new commercial, residential, or any other new land uses that would alter the proposed Project area's operational solid waste production or contribute to the generation of any solid waste. Therefore, the proposed Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

e) ***Less than Significant Impact.*** The proposed Project is subject to federal, State, and local regulations and codes pertaining to solid waste disposal. Specifically, the proposed Project would need to be compliant with all applicable regulations pertaining to solid waste disposal, which include but are not limited to Chapter 6.10 of the Cerritos Municipal Code, Construction and Demolition Debris Diversion; Chapter 6.08 of the Cerritos Municipal Code, Garbage and Refuse; Chapter 3 of the Lakewood Municipal Code, Garbage, Waste, and Refuse Collections and Disposal; Chapter 12 of the Cypress Municipal Code, Solid Waste Management; Chapter 12 of the La Palma Municipal Code, Health and Sanitation; Part 13 Chapter 4 Article 7 of The California Health and Safety Code, Solid Waste Handling and Disposal; United States Code Chapter 39; and Assembly Bill (AB) 939, the California Waste Management Act, which requires each city in the State to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting (CalRecycle 2019). In

addition, waste would be diverted and recycled or disposed of according to the California Green Building Standards Code. Therefore, construction of the proposed Project would comply with federal, State, and local statutes and regulations related to solid waste. Therefore, impacts regarding compliance with federal, State, and local solid waste reduction statutes and regulations would be less than significant.

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?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) ***No Impact.*** According to the California Department of Forestry and Fire Protection's (CAL FIRE) Fire and Resource Assessment Program (FRAP), the proposed Project is not located within or near a High or a Very High Fire Hazard Severity Zone in either a State Responsibility Area or a Local Responsibility Area (CAL FIRE 2020). Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan.

b) ***No Impact.*** As discussed in Response XX (a), the proposed Project is not located within or near a High or a Very High Fire Hazard Severity Zone in either a State Responsibility Area or a Local Responsibility Area (CAL FIRE 2020). Therefore, the proposed project would not exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

c) ***No Impact.*** As discussed in Response XX (a), the proposed Project is not located within or near a High or a Very High Fire Hazard Severity Zone in either a State Responsibility Area or a Local Responsibility Area (CAL FIRE 2020). Therefore, the proposed Project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

d) ***No Impact.*** As discussed in Response XX (a), the proposed Project is not located within or near a High or a Very High Fire Hazard Severity Zone in either a State Responsibility Area or a Local Responsibility Area (CAL FIRE 2020). Therefore, the proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

a) ***Less than Significant with Mitigation Incorporated.*** As articulated in Section IV, Biological Resources, no special-status or endangered animal species are expected to occur within the Biological Study Area (BSA) or to be affected by the proposed Project. Although there are no special-status animal species observed in the BSA, there is potential for roosting bats and nesting birds to be affected by the proposed Project. Several bat species have potential to occur within the BSA. Therefore, the compensatory mitigation measure outlined in MM-BIO-5, MM-BIO-6, MM-BIO-7, MM-BIO-8, MM-BIO-9, MM-BIO-10, MM-BIO-11, MM-BIO-13, MM-BIO-14, and MM-BIO-15 would be implemented if bats are found in order to reduce the potential impact to a less than significant level.

Additionally, since the vegetation communities and other land cover types within the BSA provide suitable nesting habitat for a wide variety of bird species, there is potential for direct impacts to suitable habitat for nesting birds due to the proposed Project. The mitigation measures outlined in MM-BIO-12, MM-BIO-15, MM-BIO-16, and MM-BIO-17 would be implemented in order to reduce the potential impact to a less than significant level.

There is no temporary or permanent removal of riparian or wetland vegetation that may be caused by the proposed Project. Temporary indirect impacts to the quality of the environment during Project construction activities include the potential for water quality-related impacts such as loose soil or pollutants inadvertently entering the drainage features located within and adjacent to the BSA. The proposed Project would obtain permits to reduce impacts to less than significant include the NPDES Construction General Permit, the Los Angeles County MS4 Permit, the Orange County MS4 Permit, the Los Angeles County Groundwater Permit, and the Orange County Groundwater Permit. Such impacts would be avoided or minimized with implementation of the Construction BMPs and Water Quality BMPs as outlined in MM-BIO-1, MM-BIO-2. Additionally, the proposed Project would not eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare

or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

b) ***Less than Significant Impact.*** The proposed Project would result in potentially significant impacts specific to the proposed Project for biological resources, cultural resources, noise, geology and soils, and transportation. However, with the implementation of the identified standard conditions, regulatory compliance measures, mitigation measures, and compensatory mitigation measures, those impacts would be reduced to a less than significant level. The traffic, noise, and air quality analyses presented above individually looked at cumulative impacts. All other analyses reviewed impacts which were either less than significant, or reduced to less than significant, and would not contribute to cumulative impacts. There are no further mitigation measures that would be required to reduce any cumulative impacts to less than significant levels for the proposed Project.

c) ***Less than Significant with Mitigation Incorporated.*** The following sections in this Initial Study reviewed the potential for adverse impacts on human beings, either directly or indirectly: (I) Aesthetics; (III) Air Quality; (V) Cultural Resources; (VII) Geology and Soils; (IX) Hazards and Hazardous Materials; (X) Hydrology and Water Quality; (XII) Noise; (XIV) Population and Housing; (XV) Public Services; (XVII) Transportation; (XVIII) Tribal Cultural Resources; and (XX) Wildfire. After analyzing all potential impacts, it has been determined that there would be no adverse effects on human beings associated with implementation of the proposed Project. With the implementation of MM-CUL-1, MM-NOS-1, MM-TRAN-1, MM-TCR-1, MM-TCR-2, and MM-TCR-3, potentially significant impacts would be reduced to a less than significant level. Therefore, impacts would be less than significant with the incorporation of mitigation for the proposed Project.

XXII. REFERENCES

Air Quality Management District (AQMD). 1999. South Coast Air Quality Management District Map. Website: http://www.aqmd.gov/docs/default-source/default-document-library/map-of-jurisdiction.pdf (accessed March 14, 2022).

Airport Land Use Commission for Orange County. Certified August 17, 2017. AELUP and FAR Part 77 Notification Area for JFTB Los Alamitos. Exhibit D1. Website: https://files.ocair.com/media/ 2021-05/influence-area-los-alamitos.pdf?VersionId=VolQ3r_gvshT6w1WYo2iXhufu7h6pGlN (accessed November 30, 2021).

California Department of Forestry and Fire Protection (CAL FIRE). 2020. Fire Hazard Safety Zone Viewer. Website: https://egis.fire.ca.gov/FHSZ/ (accessed November 30, 2021).

California Department of Conservation (DOC). 2000. California Surface Mining and Reclamation Policies and Procedures – Guidelines for Classification and Designation of Mineral Lands. Website: https://www.conservation.ca.gov/smgb/Guidelines/Documents/ClassDesig.pdf (accessed November 30, 2021

_____. 2008. Ground Motion Interpolator. Website: https://www. conservation.ca.gov/cgs/ground-motion-interpolator (accessed March 8, 2022).

_____. 2009. Tsunami Hazard Area Map. Website: https://maps. conservation.ca.gov/cgs/information warehouse/ts_evacuation/?extent=-13249590. 3641%2C3986280.7635%2C-13132183.0887%2C 4038410.8168%2C102100&utm_source=cgs+active&utm_content=losangeles (accessed March 16, 2022).

_____. 2016. CGS Earthquake Zones of Required Investigation Map. Website: https://maps.Conserve ation.ca.gov/cgs/eqzapp/app/ (accessed March 8, 2022).

_____. 2016. Division of Mine Reclamation - Mines Online. Website: https://maps.conservation.ca.gov/ mol/index.html (accessed November 30, 2021).

_____. 2016. Los Angeles County Important Farmland 2016. Website: https://www.conservation.ca. gov/dlrp/fmmp/Pages/Maps-and-Data.aspx (accessed November 29, 2021).

_____. 2017. State of California Williamson Act Contract Land. Website: https://planning.lacity.org/eir/ HollywoodCenter/Deir/ELDP/(E)%20Initial%20Study/Initial%20Study/Attachment%20B%20 References/California%20Department%20of%20Conservation%20Williamson%20Map%202016. pdf (accessed November 29, 2021).

_____. 2018. Data Viewer. Website: https://maps.conservation.ca.gov/agriculture/DataViewer/index. html (accessed April 12, 2022).

California Department of Fish and Wildlife (CDFW). 2021. California Natural Diversity Database (CNDDB), RareFind 5 Version 5.2.14. Records of occurrence for the USGS Anaheim, Los Alamitos, Long Beach, South Gate, Whittier, and La Habra 7.5-minute quadrangle maps. Sacramento, CA: CDFW, Natural Heritage Division. Accessed August 2021.

California Department of Resources Recycling and Recovery (CalRecycle). 2019. Statutes and Regulations. Website: https://calrecycle.ca.gov/Laws/ (accessed March 21, 2021).

California Department of Toxic Substances Control (DTSC)). 2021. DTSC Envirostor Hazardous Waste and Substances Site List. Website: https://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search%20&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=%20HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST (accessed November 30, 2021).

California Department of Transportation (Caltrans). 2018. California State Scenic Highway System Map. Website: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa (accessed November 30, 2021).

_____. 2020. *Transportation and Construction Vibration Guidance Manual*.

California Endangered Species Act. 1957. California Fish and Game Code. Website: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=FGC&sectionNum=2050. (accessed March 24, 2022).

California Geological Survey (CGS). 2009. Tsunami Hazard Area Map. Website: https://maps. conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/?extent=-13249590. 3641%2C3986280.7635%2C-13132183.0887%2C4038410.8168%2C102100&utm_source=cgs+active&utm_content=los angeles (accessed March 16, 2022).

Central Basin Metropolitan Water District. 2020. Urban Water Management Plan. Website: https://www.centralbasin.org/common/pages/DisplayFile.aspx?itemId=17832141 (accessed March 21, 2022).

City of Cerritos. 2004. City of Cerritos General Plan, Land Use Element. Website: http://www.cerritos.us/GOVERNMENT/_pdfs/Chapter02.LandUse.pdf (accessed November 30, 2021).

_____. 2004 City of Cerritos, General Plan, EIR. Website: http://www.cerritos.us/GOVERNMENT/_pdfs/General_Plan_EIR_Body.pdf (accessed November 30, 2021).

_____. 2004. City of Cerritos General Plan, Safety Element Website: http://www.cerritos.us/GOVERNMENT/pdfs/Chapter06.Safety.pdf (accessed November 30, 2021).

_____. 2021. Municipal Code. Codified through Ordinance No. 1038. 2021. Chapter 6.08. Website: https://www.codepublishing.com/CA/Cerritos/#!/html/Cerritos06/Cerritos0608.html (accessed March 21, 2022).

_____. 2021. Municipal Code. Codified through Ordinance No. 1038. 2021. Chapter 6.10. Website: https://www.codepublishing.com/CA/Cerritos/#!/Cerritos06/Cerritos0610.html#6.10 (accessed March 21, 2022).

_____. 2022. Air Quality Report Del Amo Boulevard Bridge Replacement and Signal Enhancement.

City of Cypress. 2000. Cypress General Plan, Land Use Element. Website: https://www.cypressca.org/home/showpublisheddocument/668/636123114412030000 (accessed November 30, 2021).

_____. 2000. Cypress General Plan, Conservation/Open Space/Recreation Element. Website: https://www.cypressca.org/home/showpublisheddocument/686/636123123792970000 (accessed November 30, 2021).

_____. 2000. Cypress General Plan, Safety Element. Website: https://www.cypressca.org/home/showpublisheddocument/714/636123119830170000 (accessed November 30, 2021).

_____. 2021. Municipal Code. Codified through Ordinance No. 1190, Section 6. Chapter 12. Website: http://qcode.us/codes/cypress/?view=desktop (accessed March 21, 2022).

_____. 2021. Municipal Code. Codified through Ordinance No. 1062. Section 2 (Exh. A). November 25, 2004. Website: http://qcode.us/codes/cypress/?view=desktop (accessed November 28, 2021).

City of La Palma. 1975. Municipal Code. Codified through Ordinance No. 19, Section 1, Ordinance No. 96-7, Section 1, and Ordinance No. 92-04. Chapter 12. Website: https://library.municode.com/ca/la_palma/codes/code_of_ordinances?nodeId=COOR_CH20HESA (accessed March 21, 2022).

_____. 2014. La Palma General Plan, Land Use Element. Website: http://www.cerritos.us/GOVERNMENT/pdfs/Chapter02.LandUse.pdf (accessed November 30, 2021).

_____. 2021. La Palma Municipal Code. 2021. Municipal Code. Codified through Ordinance No. 2015-01. Section 3. May 5, 2015. Website: https://library.municode.com/ca/la_palma/codes/code_of_ordinances? nodeId=COOR_CH44ZO_ARTIIISTAPALZODI_DIV1GE_S44-278OUEXLIST (accessed November 28, 2021).

City of Lakewood. 1996. The City of Lakewood Comprehensive General Plan, Land Use Element.

_____. 1996. The City of Lakewood Comprehensive General Plan, Safety Element.

_____. 2002. Municipal Code. Codified through Ordinance No. 76-7. Chapter 3. Website: https://weblink.lakewoodcity.org/WebLink/PDF10/d1507d8c-744a-4136-9811-9100cb065ebf/68802 (accessed March 21, 2022).

_____. 2007. General Plan, Master Environmental Assessment (MEA).

County of Los Angeles. Chief Executive Office of the Office of Emergency Management. 2104. All-Hazard Mitigation Plan. Website: https://ceo.lacounty.gov/wp-content/uploads/OEM/ hazmitgplan.pdf (accessed December 23, 2021).

County of Orange and Orange County Fire Authority. 2021. Local Hazard Mitigation Plan Website: https://www.ocsheriff.gov/sites/ocsd/files/2021-05/May%202021%20County%20of%20Orange%20Hazard%20Mitigation%20Plan%20PUBLIC%20REVIEW%20DRAFT.pdf (accessed December 23, 2021).

Federal Emergency Management Agency (FEMA). 2008. Flood Map Service Center. Website: https://msc.fema.gov/portal/search?AddressQuery=cerritos#searchresultsanchor (accessed March 16, 2022).

_____. 2021. National Flood Hazard Layer (NFHL) Viewer. Website: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd (accessed November 22, 2021).

Federal Highway Administration (FHWA). 2006. Highway Construction Noise Handbook.

Kimley-Horn and Associates, Inc. (Kimley-Horn). 2021. Preliminary Transportation Management Plan.

_____. 2021. Stormwater Pollution Prevention Plan for Del Amo Bridge Replacement and Signal Enhancement Project.

_____. 2022. Preliminary Hydrology Analysis Memorandum.

_____. 2022. Preliminary Low Impact Development (LID) Plan.

_____. 2022. Traffic Operations Draft Report (Non-CEQA).

_____. 2022. Traffic Study VMT Draft (for CEQA).

Kleinfelder. 2020. Draft Preliminary Foundation Report Del Amo Bridge Replacement and Signal Enhancement Cerritos, California

_____. 2022. Initial Site Assessment.

Los Angeles County Fire Department (LACoFD). 2018. A Safer City 2.0 2018-2020 Strategic Plan. Website: https://firelacounty.gov/wp-content/uploads/2019/09/LACoFD-Strategic-Plan-2017-2021.pdf (accessed November 22, 2021).

LSA Associates, Inc. (LSA). 2022. Air Quality Report.

_____. 2022. Community Impact Assessment.

_____. 2022. Historical Resources Assessment.

_____. 2022. Natural Environment Study (Minimal Impacts).

_____. 2022. Noise and Vibration Report, Del Amo Boulevard Bridge Replacement and Signal Enhancement Project.

_____. 2022. Paleontological Resources Assessment.

_____. 2022. Visual Impact Assessment.

_____. 2022. Water Quality Assessment Report.

Metropolitan Water District of Orange County. 2020. Urban Water Management Plan. Website: https://www.mwdoc.com/wp-content/uploads/2021/06/MWDOC-2020-UWMP_2021.06.02.pdf (accessed March 21, 2022).

Orange County Fire Authority (OCFA). 2021. Fiscal Year 2020–2021 Adopted Budget. Website: https://ocfa.org/Uploads/Transparency/OCFA%202020-2021%20Adopted%20Budget.pdf (accessed November 22, 2021).

Orange County Transportation Authority (OCTA). 2013. Districts 1 and 2 Bikeways Strategy. Website: https://www.octa.net/pdf/OCTAD12%20Report12-31-2013.pdf (accessed June 23, 2022).

Ready LA County. 2021. County of Los Angeles Wildfire Hazard Map. Website: https://www.arcgis.com/apps/webappviewer/index.html?id=c0fbb81a312049509a530d08de166df8 (accessed December 23, 2021).

South Coast Air Quality Management District (SCAQMD).1993. *CEQA Air Quality Handbook*.

Southern California Association of Governments (SCAG). 2020–2045 Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Demographics and Growth Forecast.

State Water Resources Control Board (SWRCB). 2019. State Policy for Water Quality Control: State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State. Website: https://www.waterboards.ca.gov/water_issues/programs/cwa401/docs/ 2021/procedures.pdf (accessed March 24, 2022).

Sustainable Groundwater Management Act (SGMA). 2020. SGMA Basin Prioritization Dashboard. Website: https://gis.water.ca.gov/app/bp-dashboard/final/# (accessed April 8, 2022).

United States Census Bureau. 2019. Table S0101 Age and Sex (2019 American Community Survey 5-Year Estimates Data). Website: https://data.census.gov/cedsci/table?q=la%20palma&g=1600000US0612552,06177 50,0639892 (accessed December 23, 2021).

United States Environmental Protection Agency (USEPA). 2018. Clean Water Act. Website: https://www.govinfo.gov/content/pkg/USCODE-2018-title33/pdf/USCODE-2018-title33-chap26.pdf (accessed March 15, 2022).

XXIII. LIST OF PREPARERS AND PERSONS CONSULTED

Agency Reviewers

City of Cerritos

The following individuals reviewed and provided input on the Draft Initial Study/Mitigated Negative Declaration (IS/MND) and Technical Reports:

- Dario Simoes, P.E., Deputy Director of Public Works/City Engineer
- Robert A Lopez, Director of Public Works, Water and Power
- Kristin Aguila, Director of Community Development
- Sandy Cisneros, Planning Manager

City of Lakewood

- Max Withrow, P.E., Assistant Director of Public Works
- Paul Kuykendall, Senior Planner

City of La Palma

- Douglas Benash, P.E., QSD, City Engineer
- Kanwal Singh, P.E., Engineering Consultant

IS/MND Preparers

LSA

The following individuals were involved in the preparation of this Draft IS/MND:

- Deborah Pracilio, Principal in Charge
- Edward Heming, Principal/Project Manager
- King Thomas, Associate/Project Manager
- Ronald Brugger, Senior Air Quality Specialist
- Sarah Rieboldt, PH.D., Associate/Senior Paleontological Resources Manager
- Jacob Biewer, M.Sc., Paleontologist
- Jason Lui, Associate/Senior Noise Specialist
- Bo Gould, Associate Natural Resources Specialist
- Kelly McDonald, Biologist
- Pamela Reading, Environmental Principal
- Ivan H. Strudwick, Associate/Archaeologist
- Casey Tibbet, M.A., Associate Cultural Resources Specialist
- Kerrie Collison, Senior Cultural Resources Manager
- Jazmine Estores, Environmental Planner
- Giana Gurrera, Assistant Environmental Planner
- Tamar Gharibian, Assistant Environmental Planner
- Matt Phillips, Graphics Technician
- Meredith Canterbury, Senior GIS Specialist
- Lauren Johnson, Technical Editor
- Chantik Virgil, Senior Word Processor

Technical Report Preparers

The following individuals were involved in the preparation of the technical reports in support of this Draft IS/MND. The nature of their involvement is summarized below.

Kimley-Horn and Associates, Inc.

The following individual was involved in the preparation of the *Preliminary Hydrology Analysis Memorandum*:

- Alan Huynh P.E., Project Engineer
- Darren Adrian, P.E., Project Manager

The following individual was involved in the preparation of the *Stormwater Pollution Prevention Plan*:

- Alan Huynh P.E., Project Engineer
- Darren Adrian, P.E., Project Manager

The following individual was involved in the preparation of the *Preliminary Low Impact Development Plan (LID Plan)*:

- Alan Huynh P.E., Project Engineer
- Darren Adrian, P.E., Project Manager

The following individual was involved in the preparation of the *Preliminary Transportation Management Plan*:

- Sowmya Chandrasekhar, P.E., T.E., P.T.O.E., Senior Traffic Engineer

The following individual was involved in the preparation of the *Traffic Operations Draft Report (Non-CEQA)*:

- Sowmya Chandrasekhar, P.E., T.E., P.T.O.E., Senior Traffic Engineer

The following individual was involved in the preparation of the *Traffic Study VMT Draft for CEQA*:

- Sowmya Chandrasekhar, P.E., T.E., P.T.O.E., Senior Traffic Engineer

Kleinfelder

The following individuals were involved in the preparation of the *Preliminary Foundation Report*:

- Zachary S. Jarecki, P.E., Project Engineer
- Robert E. Lemmer, PG, CEG, CHG, Principal Engineering Geologist
- Jeff Woon, P.E., GE, Senior Project Manager

The following individuals were involved in the preparation of the *Initial Site Assessment*:

- Lindsey Dandridge-Perry, Project Professional
- Lizanne Simmons, PG 7431

LSA

The following individual was involved in the preparation of the *Noise and Vibration Report*:

- Jason Lui, Associate/Senior Noise Specialist

The following individuals were involved in the preparation of the *Natural Environment Study (Minimal Impacts)*:

- Bo Gould, Associate Natural Resources Specialist
- Kelly McDonald, Biologist

The following individual was involved in the preparation of Table A: Listed Proposed, and Special-Status Species Potentially Occurring or Known to Occur in the Project Area):

- Kelly McDonald, Biologist

The following individuals were involved in the preparation of the Community Impacts Assessment:

- Ryan Bensley, Associate/Environmental Planner
- Tamar Gharibian, Assistant Environmental Planner
- Marlene Watanabe, Environmental Planner (formerly LSA)

The following individual was involved in the preparation of the *Air Quality Report*:

- Ronald Brugger, Senior Air Quality Specialist

The following individual was involved in the preparation of the Construction Emissions Calculations:

- Ronald Brugger, Senior Air Quality Specialist

The following individuals were involved in the preparation of the *Water Quality Assessment Report*:

- Pamela Reading, Environmental Principal
- Giana Gurrera, Assistant Environmental Planner

The following individual was involved in the preparation of the *Visual Impact Assessment*:

- Tamar Gharibian, Assistant Environmental Planner

The following individuals were involved in the preparation of the *Paleontological Resources Assessment*:

- Sarah Rieboldt, PH.D., Associate/Senior Paleontological Resources Manager
- Jacob Biewer, M.Sc., Paleontologist

The following individual was involved in the preparation of the *Historical Resources Assessment*:

- Casey Tibbet, M.A., Associate Cultural Resources Specialist

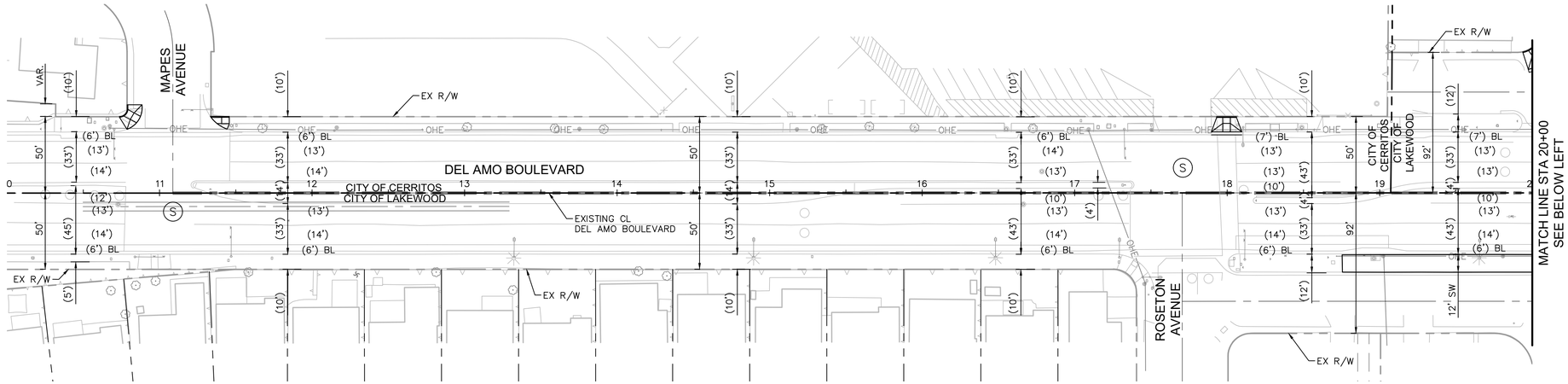
The following individual was involved in the preparation of the *Archaeological Survey Report*:

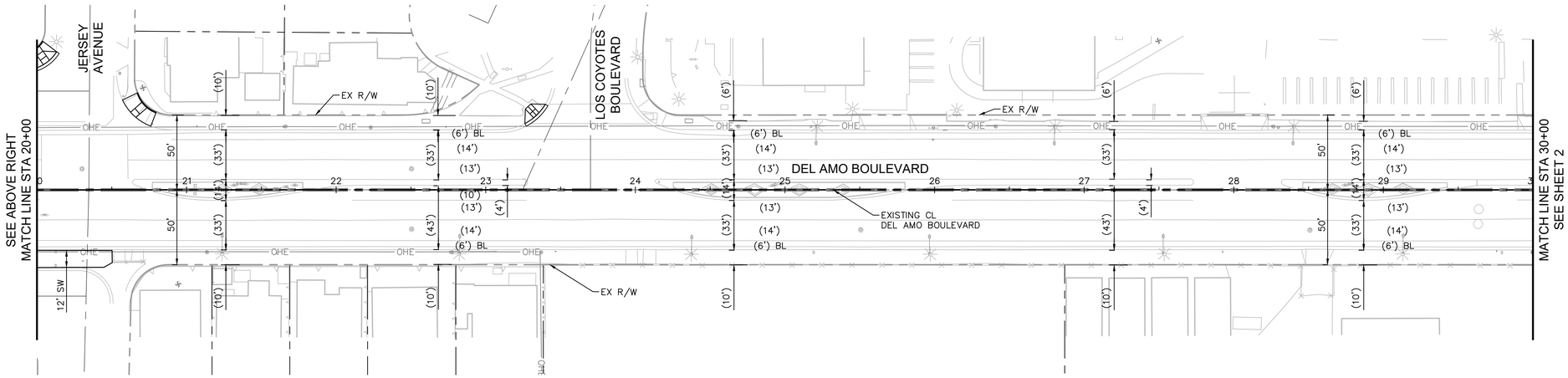
- Ivan H. Strudwick, Associate/Archaeologist

Appendix A Conceptual Plans

LEGEND

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY
- CITY BOUNDARY
- COUNTY BOUNDARY
- PROPOSED CENTERLINE
- (S) EXISTING SIGNAL
- (S) PROPOSED SIGNAL MODIFICATION





POSTED SPEED:	40 MPH
DESIGN SPEED:	50 MPH

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

REVIEWED BY:		DRAWN BY:	
APPR./DATE	ENGINEERING DIVISION	APPR./DATE	WATER DIVISION
APPR./DATE	DIRECTOR/CITY ENGR.	APPR./DATE	PARKS & TREES DIVISION

REVISIONS

NO.	DESCRIPTION	APPR.	DATE

BENCH MARK:
NO. _____ ELEV. _____
DATE ADJ. _____ QUAD. _____

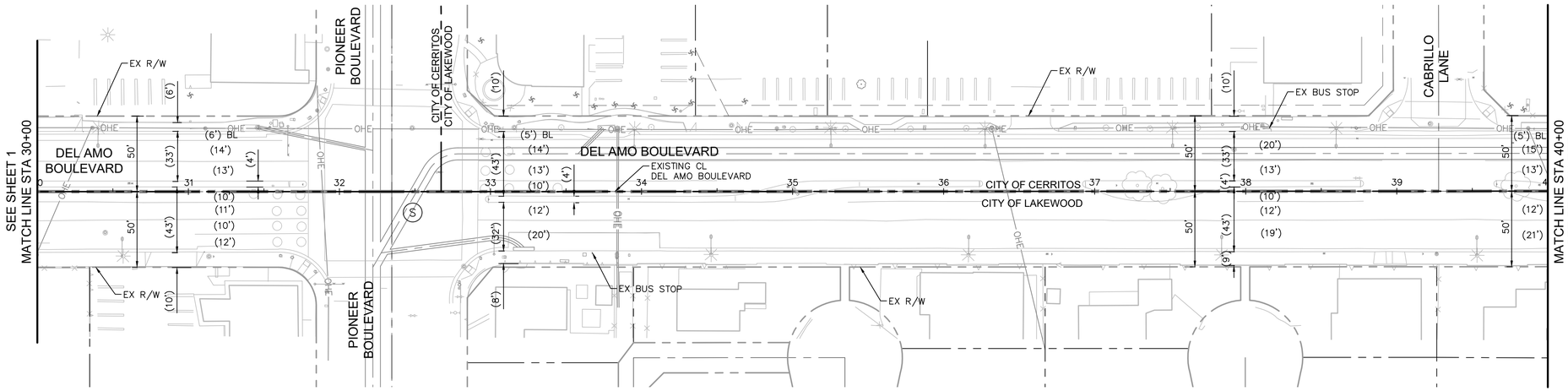
PLANS PREPARED BY:
Kimley»Horn
1100 TOWN AND COUNTRY ROAD, SUITE 700
ORANGE, CALIFORNIA 92868 (714) 939-1030

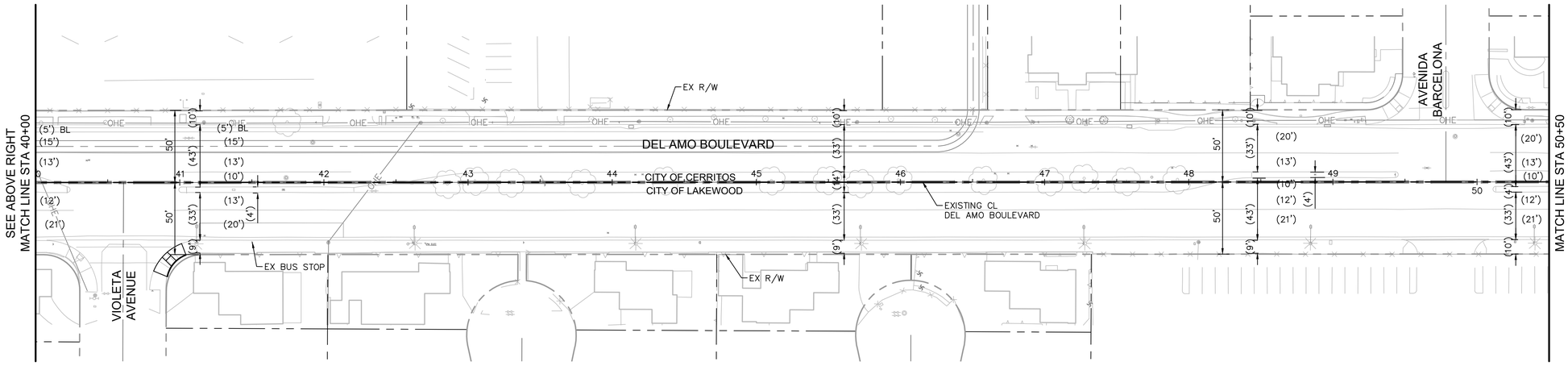
DEL AMO BOULEVARD BRIDGE REPLACEMENT AND SIGNAL ENHANCEMENT PROJECT

CONCEPT PLANS
STA 10+00 TO STA 30+00

CITY OF CERRITOS

SCALE AS SHOWN
PROJECT NO.
SHT. 1 OF 7





LEGEND

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY
- CITY BOUNDARY
- COUNTY BOUNDARY
- PROPOSED CENTERLINE
- (S) EXISTING SIGNAL
- (S) PROPOSED SIGNAL MODIFICATION

POSTED SPEED:	40 MPH
DESIGN SPEED:	50 MPH

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

REVIEWED BY:		DRAWN BY:	
APPR./DATE	ENGINEERING DIVISION	APPR./DATE	WATER DIVISION
APPR./DATE	DIRECTOR/CITY ENGR.	APPR./DATE	PARKS & TREES DIVISION

REVISIONS

NO.	DESCRIPTION	APPR.	DATE

BENCH MARK:
NO._____ ELEV._____
DATE ADJ._____ QUAD._____

PLANS PREPARED BY:
Kimley»Horn
1100 TOWN AND COUNTRY ROAD, SUITE 700
ORANGE, CALIFORNIA 92868 (714) 939-1030

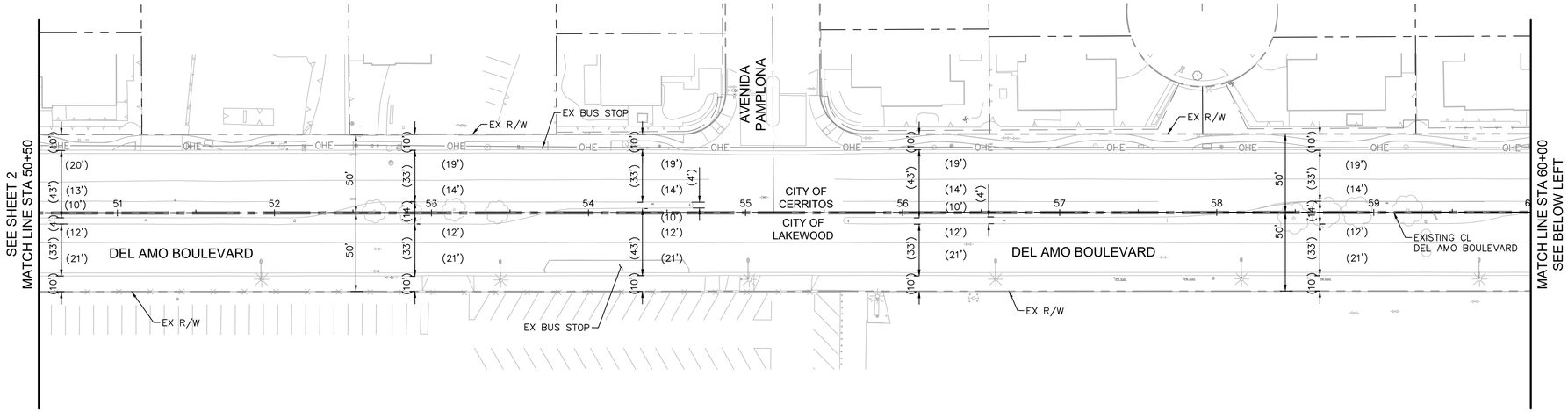
DEL AMO BOULEVARD BRIDGE REPLACEMENT AND SIGNAL ENHANCEMENT PROJECT

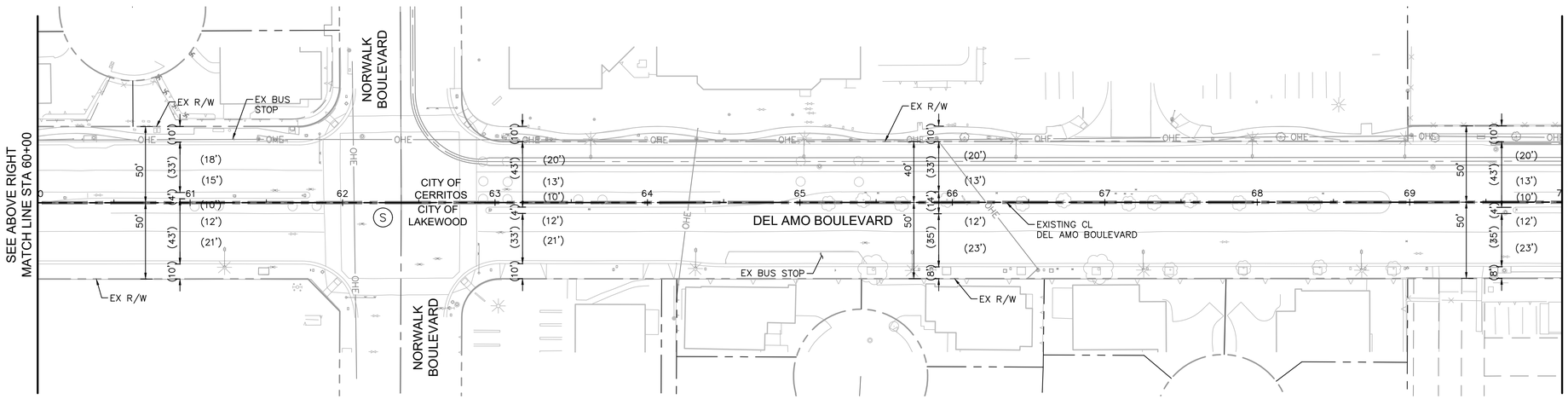
CONCEPT PLANS
STA 30+00 TO STA 50+50

SCALE AS SHOWN
PROJECT NO.
SHT. 2 OF 7

LEGEND

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY
- CITY BOUNDARY
- COUNTY BOUNDARY
- PROPOSED CENTERLINE
- (S) EXISTING SIGNAL
- (S) PROPOSED SIGNAL MODIFICATION





POSTED SPEED: 40 MPH
DESIGN SPEED: 50 MPH

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

REVIEWED BY:		DRAWN BY:		REVISIONS				BENCH MARK:	PLANS PREPARED BY:
APPR./DATE	ENGINEERING DIVISION	APPR./DATE	WATER DIVISION	NO.	DESCRIPTION	APPR.	DATE	NO. ELEV.	Kimley»Horn
APPR./DATE	DIRECTOR/CITY ENGR.	APPR./DATE	PARKS & TREES DIVISION					DATE ADJ. QUAD.	1100 TOWN AND COUNTRY ROAD, SUITE 700 ORANGE, CALIFORNIA 92868 (714) 939-1030

DEL AMO BOULEVARD BRIDGE REPLACEMENT AND SIGNAL ENHANCEMENT PROJECT

CONCEPT PLANS
STA 50+50 TO STA 70+00

CITY OF CERRITOS

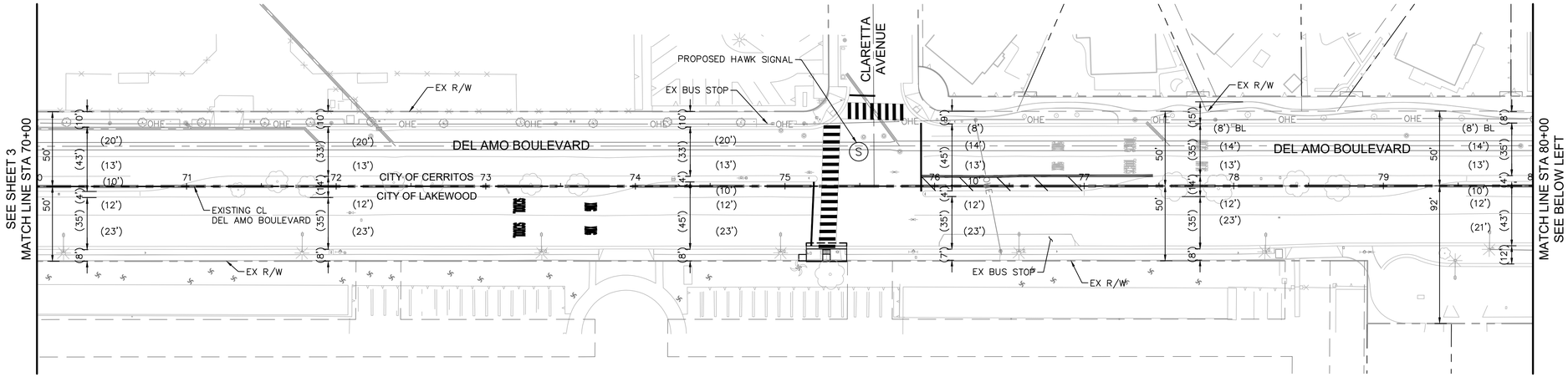
SCALE AS SHOWN

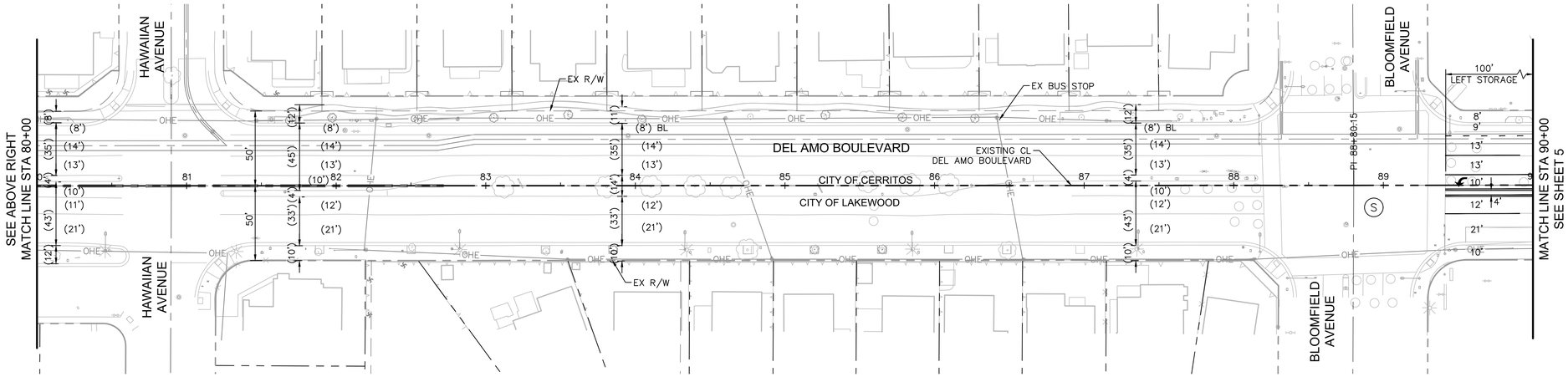
PROJECT NO.

SHT. 3 OF 7

LEGEND

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY
- CITY BOUNDARY
- COUNTY BOUNDARY
- PROPOSED CENTERLINE
- (S) EXISTING SIGNAL
- (S) PROPOSED SIGNAL MODIFICATION





POSTED SPEED:	40 MPH
DESIGN SPEED:	50 MPH

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

REVIEWED BY:		DRAWN BY:	
APPR./DATE	ENGINEERING DIVISION	APPR./DATE	WATER DIVISION
APPR./DATE	DIRECTOR/CITY ENGR.	APPR./DATE	PARKS & TREES DIVISION

REVISIONS

NO.	DESCRIPTION	APPR.	DATE

BENCH MARK:
NO._____ ELEV._____
DATE ADJ._____ QUAD._____

PLANS PREPARED BY:
Kimley»Horn
1100 TOWN AND COUNTRY ROAD, SUITE 700
ORANGE, CALIFORNIA 92868 (714) 939-1030

DEL AMO BOULEVARD BRIDGE REPLACEMENT AND SIGNAL ENHANCEMENT PROJECT

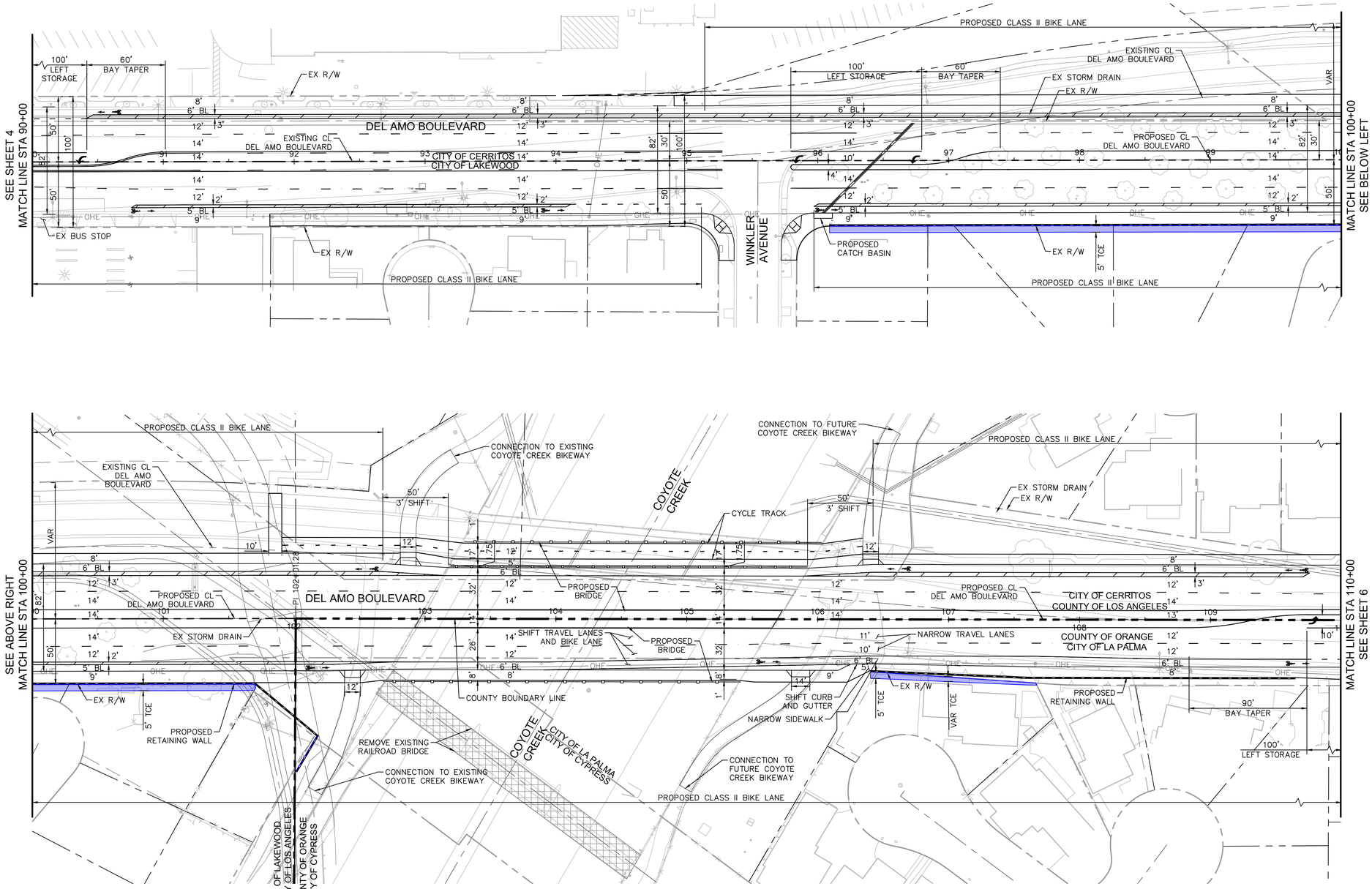
CONCEPT PLANS
STA 70+00 TO STA 90+00

CITY OF CERRITOS

SCALE AS SHOWN
PROJECT NO.
SHT. 4 OF 7

LEGEND

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY
- CITY BOUNDARY
- COUNTY BOUNDARY
- PROPOSED CENTERLINE
- (S) EXISTING SIGNAL
- (S) PROPOSED SIGNAL MODIFICATION
- TEMPORARY CONSTRUCTION EASEMENT



POSTED SPEED:	40 MPH
DESIGN SPEED:	50 MPH

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

REVIEWED BY:		DRAWN BY:	
APPR./DATE	ENGINEERING DIVISION	APPR./DATE	WATER DIVISION
APPR./DATE	DIRECTOR/CITY ENGR.	APPR./DATE	PARKS & TREES DIVISION

REVISIONS

NO.	DESCRIPTION	APPR.	DATE

BENCH MARK:
NO._____ ELEV._____
DATE ADJ._____ QUAD._____

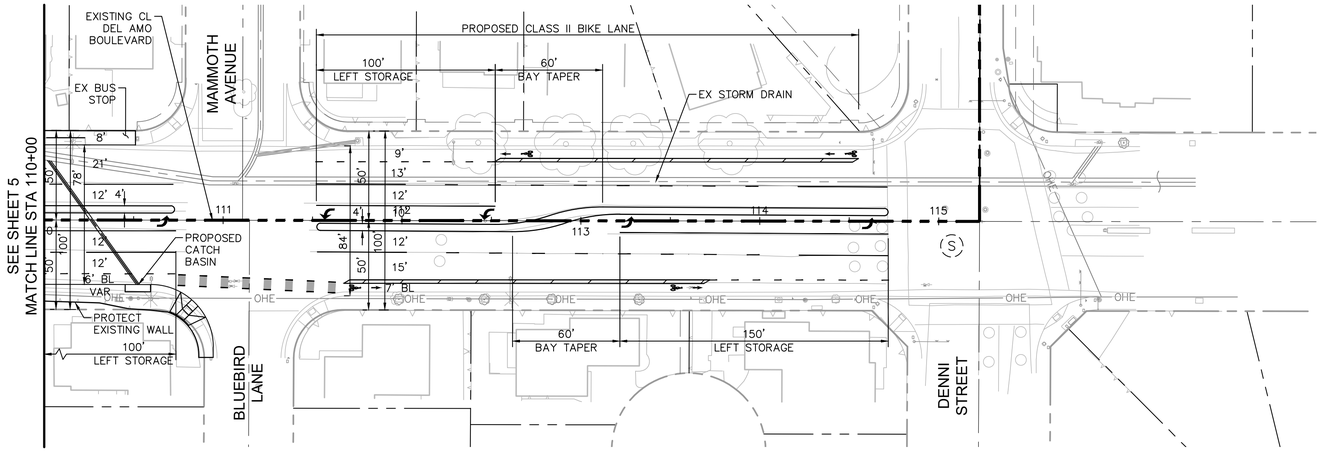
PLANS PREPARED BY:
Kimley»Horn
1100 TOWN AND COUNTRY ROAD, SUITE 700
ORANGE, CALIFORNIA 92868 (714) 939-1030

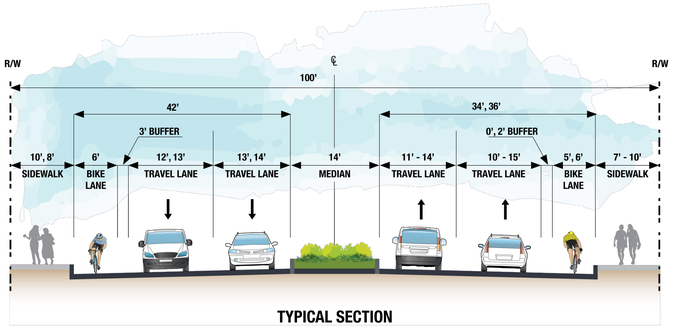
DEL AMO BOULEVARD BRIDGE REPLACEMENT AND SIGNAL ENHANCEMENT PROJECT

CONCEPT PLANS
STA 90+00 TO STA 110+00

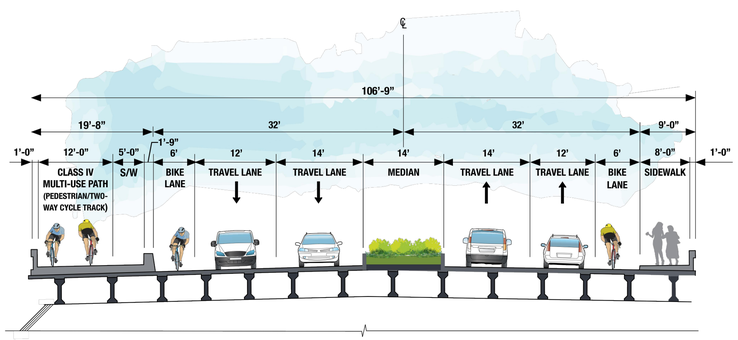
CITY OF CERRITOS

SCALE AS SHOWN
PROJECT NO.
SHT. 5 OF 7





TYPICAL SECTION
CLASS II BIKEWAY ALONG DEL AMO BOULEVARD,
BLOOMFIELD AVENUE TO WINKLER AVENUE AND BLUEBIRD LANE TO DENNI STREET



TYPICAL SECTION
CLASS II & IV BIKEWAY ALONG DEL AMO BOULEVARD BRIDGE CROSSING COYOTE CREEK

LEGEND

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY
- CITY BOUNDARY
- COUNTY BOUNDARY
- PROPOSED CENTERLINE
- (S) EXISTING SIGNAL
- (S) PROPOSED SIGNAL MODIFICATION

POSTED SPEED:	40 MPH
DESIGN SPEED:	50 MPH

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

REVIEWED BY:		DRAWN BY:	
APPR./DATE	ENGINEERING DIVISION	APPR./DATE	WATER DIVISION
APPR./DATE	DIRECTOR/CITY ENGR.	APPR./DATE	PARKS & TREES DIVISION

REVISIONS

NO.	DESCRIPTION	APPR.	DATE

BENCH MARK:
NO. _____ ELEV. _____
DATE ADJ. _____ QUAD. _____

PLANS PREPARED BY:
Kimley»Horn
1100 TOWN AND COUNTRY ROAD, SUITE 700
ORANGE, CALIFORNIA 92868 (714) 939-1030

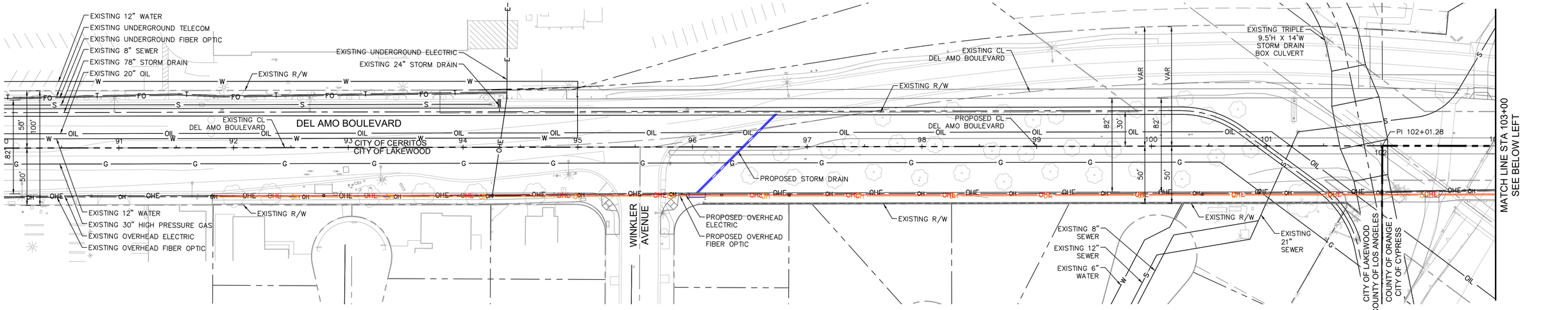
DEL AMO BOULEVARD BRIDGE REPLACEMENT
AND SIGNAL ENHANCEMENT PROJECT
CONCEPT PLANS
STA 110+00 TO STA 116+00
AND TYPICAL SECTIONS

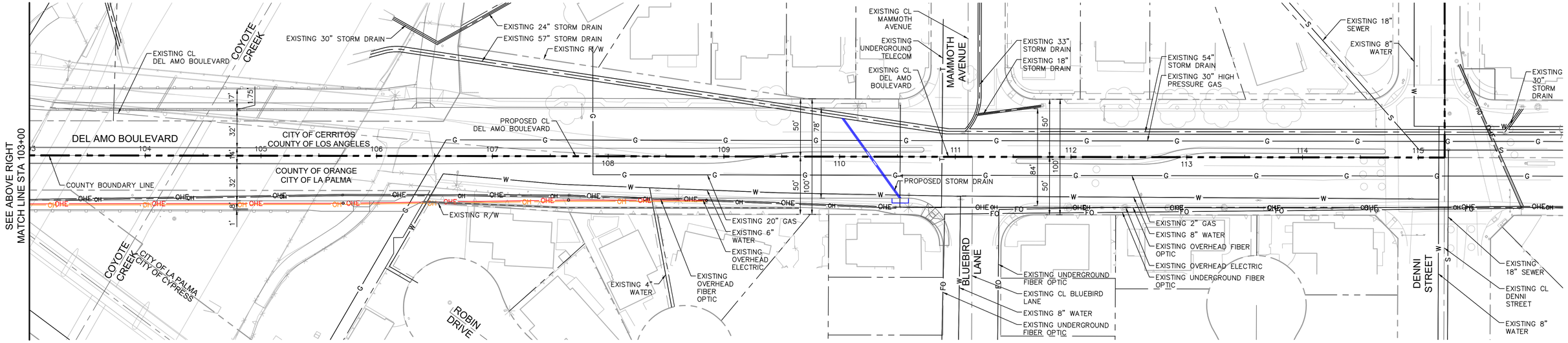
CITY OF CERRITOS

SCALE AS SHOWN
PROJECT NO.
SHT. 6 OF 7

LEGEND

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY
- CITY BOUNDARY
- COUNTY BOUNDARY
- PROPOSED CENTERLINE
- EXISTING WATER LINE
- EXISTING GAS LINE
- EXISTING SEWER LINE
- EXISTING STORM DRAIN LINE
- EXISTING UNDERGROUND ELECTRIC LINE
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING OVERHEAD FIBER OPTIC LINE
- EXISTING OIL LINE
- EXISTING UNDERGROUND FIBER OPTIC LINE
- EXISTING UNDERGROUND TELECOM LINE
- PROPOSED OVERHEAD ELECTRIC LINE
- PROPOSED OVERHEAD FIBER OPTIC LINE
- PROPOSED STORM DRAIN LINE





NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

REVIEWED BY:		DRAWN BY:	
APPR./DATE	ENGINEERING DIVISION	APPR./DATE	WATER DIVISION
APPR./DATE	DIRECTOR/CITY ENGR.	APPR./DATE	PARKS & TREES DIVISION

REVISIONS

NO.	DESCRIPTION	APPR.	DATE

BENCH MARK:
NO. _____ ELEV. _____
DATE ADJ. _____ QUAD. _____

PLANS PREPARED BY:
Kimley»Horn
1100 TOWN AND COUNTRY ROAD, SUITE 700
ORANGE, CALIFORNIA 92868 (714) 939-1030

DEL AMO BOULEVARD BRIDGE REPLACEMENT AND SIGNAL ENHANCEMENT PROJECT

CONCEPT PLANS
BRIDGE AREA UTILITIES AND STORM DRAIN

CITY OF CERRITOS

SCALE AS SHOWN
PROJECT NO.
SHT. 7 OF 7

Appendix B NOA and Distribution List

CITY OF CERRITOS
CIVIC CENTER • 18125 BLOOMFIELD AVENUE
P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 860-0311 • CERRITOS.US

NOTICE OF AVAILABILITY AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE PROPOSED DEL AMO BOULEVARD BRIDGE REPLACEMENT AND SIGNAL ENHANCEMENT

DATE: July 31, 2023

TO: Interested Agencies, Organizations, and Individuals

Notice is hereby given that the City of Cerritos has completed an Initial Study for the adoption and implementation of the Del Amo Boulevard Bridge Replacement and Signal Enhancement (project) in accordance with the California Environmental Quality Act (CEQA) Guidelines (*California Code of Regulations*, Title 14, Section 15000 seq.).

PROJECT LOCATION: The project area is located in the City of Cerritos, in Los Angeles County, with a small portion of the project in Orange County. The project area also falls within the municipal boundaries of the neighboring cities of Lakewood, La Palma, and Cypress.

DESCRIPTION OF THE PROPOSED PROJECT: The City of Cerritos, in cooperation with the Cities of Lakewood, La Palma, and Cypress, is proposing improvements along a 2-mile stretch of Del Amo Boulevard from the Interstate 605 (I-605) freeway to Denni Street. Proposed improvements include removing the railroad bridge over Coyote Creek, realigning Del Amo Boulevard to the south, replacing the Del Amo Boulevard bridge with a new 4-lane bridge, traffic signal synchronization, traffic calming, and bicycle and pedestrian enhancements.

POTENTIAL IMPACTS: Pursuant to CEQA, the City proposes to adopt a Mitigated Negative Declaration for the project. Staff has found that the project will not have a significant effect on the environment based on the results of the Initial Study with implementation of proposed mitigation measures to reduce impacts to air quality, biological resources, cultural resources, geology and soils, and noise to less than significant levels.

PUBLIC REVIEW PERIOD: Begins July 31, 2023, Ends August 31, 2023
The Initial Study/Mitigated Negative Declaration is being circulated for public review and comment for a period of 30 days beginning July 31, 2023. Any person may submit written comments to the Community Development Department before the end of the review period on August 31, 2023. If you challenge the City's action in court, you may be limited to raising only those issues you or someone else raised in written correspondence delivered to the Community Development Department prior to the end of the review period. Comments may be sent by mail, e-mail, or in-person to:

City of Cerritos
Department of Public Works
Attn: Dario Simoes, P.E., Deputy Director of Public Works/City Engineer
18125 Bloomfield Avenue, Cerritos, CA 90703-3130
Email: dsimoes@cerritos.us

LOCATIONS WHERE DOCUMENT CAN BE REVIEWED:
Copies of the Initial Study/Mitigated Negative Declaration document may be reviewed online at www.cerritos.us/RESIDENTS/public_works/del_amo_bridge_project.php or at the following locations during normal business hours: (1) City of Cerritos Department of Public Works, 18125 Bloomfield Avenue, Cerritos, CA 90703; (2) Cerritos Library, 18025 Bloomfield Avenue, Cerritos, CA 90703; (3) City of Lakewood Department of Public Works, 5050 Clark Avenue, Lakewood, CA 90712; (4) City of La Palma Department of Public Works, 7821 Walker Street, La Palma, CA 90623; and (5) City of Cypress Department of Public Works, 5275 Orange Avenue, Cypress, CA 90630

PUBLIC HEARING LOCATION/DATE/TIME:	Cerritos Senior Center at Pat Nixon Park 12340 South Street, Cerritos, CA 90703 Monday, August 7, 2023 6:00 P.M. to 9:00 P.M.

Agencies (NOA)

ABC Unified School District
16700 Norwalk Blvd
Cerritos, CA 90703

Caltrans District 7 –
Office of Transportation Planning
Attn: IGR/CEQA Review
100 S. Main St. MS 16
Los Angeles, CA 90012

California Department of Fish and Wildlife
South Coast Region 5
Attn: Ed Pert, Regional Manager
3883 Ruffin Road
San Diego, CA 92123

California Department of Fish and Wildlife
South Coast Region 5
Attn: Simona Altman, Sr. Environmental Specialist
3883 Ruffin Road
San Diego, CA 92123

California Department of Toxic Substances Control
Attn: Environmental Review
5796 Corporate Avenue
Cypress, CA 90630

Los Angeles County Waterworks District
Attn: Environmental Review
1000 S. Fremont Ave.
Bldg A9-E, 4th floor
Alhambra, CA 91803

Central Basin Municipal Water District
P.O. Box 911579
Los Angeles, CA 90091

City of Cerritos
Community Development Department
18125 Bloomfield Ave.
P.O. Box 3130
Cerritos, CA 90703

Municipal Water District of Orange County
18700 Ward Street
Fountain Valley, CA 92708

Native American Heritage Commission
Attn: Environmental Review
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691

LAFD
Attn: Fire Prevention Department
200 North Main St, 16th Floor
Los Angeles, CA 90012

Southern California Edison
Attn: Environmental Review
2800 E. Willow Street
Long Beach, CA 90806

U.S. Army Corps of Engineers
Attn: Mark Cohen, Chief Operations Division
915 Wilshire Blvd Ste 1101
Los Angeles, CA 90017

Los Angeles County Public Works
Attn: Environmental Programs Division
900 S. Fremont Ave.
Alhambra, CA 91803

Los Angeles County Department of Regional Planning
Attn: Environmental Review
320 West Temple Street
Los Angeles, CA 90012

SCAG
Attn: Intergovernmental Review
900 Wilshire Blvd., Ste. 1700
Los Angeles, CA 90017

City of Cypress
Community Development Department
5275 Orange Avenue
Cypress, CA 90630

Orange County Transportation Authority
Attn: Environmental Review
550 South Main Street
Orange, CA 92863

Los Angeles County of Public Health
Attn: Environmental Health Division Manager
5050 Commerce Drive
Baldwin Park, CA 91706

Cerritos Regional Chamber of Commerce
13259 South Street
Cerritos, CA 90703

Los Angeles County Public Works
Attn: Flood Control District Services
900 S. Fremont Ave.
Alhambra, CA 91803

Los Angeles County Public Works
Attn: Development Services
900 S. Fremont Ave.
Alhambra, CA 91803

California Regional Water Quality Control Board – Los Angeles Region
Attn: Lawrence Yee
320 W. 4th Street, Ste. 200
Los Angeles, CA 90013

Lakewood Sheriff's Station
5130 Clark Avenue
Lakewood, CA 90712

Cerritos Sheriff's Station
18135 Bloomfield Avenue
Cerritos, CA 90703

City of Cerritos Director of Public Works
Kanna Vancheswaran, Director of Public Works, City Engineer
18125 Bloomfield Avenue
Cerritos, CA 90703

SCAQMD
Attn: Environmental Review
21865 E. Copley Drive
Diamond Bar, CA 91765

Los Angeles County Metropolitan Transportation Authority
Countywide Planning and Development
James de la Loza, Chief Planning Officer
One Gateway Plaza
Los Angeles, CA 90012

U.S. Fish & Wildlife Service
Attn: Environmental Review
2177 Salk Ave. Ste. 250
Carlsbad, CA 92008

City of Lakewood
Building and Planning Department
5050 Clark Avenue
Lakewood, CA 90712

Southern California Gas Company
Attn: Environmental Review
P.O. Box 3150
San Dimas, CA 91773

City of La Palma
Community Development Department
7822 Walker Street
La Palma, CA 90623

Orange County Public Works
OC Infrastructure Programs
601 N. Ross Street
County Administration South
Santa Ana, CA 92701

Orange County Public Works
OC Environmental Resources
601 N. Ross Street
County Administration South
Santa Ana, CA 92701

Verizon
Craig Sillman, Executive Vice President and Chief Administrative, Legal and Public Policy Officer
1095 Avenue of the Americas
New York, NY 10036

AT&T California
Rhonda Johnson, President – California
430 Bush Street, 5th Floor
San Francisco, CA 94108

DirecTV
Randall Stephenson, Chairman
2230 E. Imperial Highway
El Segundo, CA 90245

Frontier Communications
Joe Gamble, Director, West Region
401 Merritt 7
Norwalk, CT 06581

Charter Spectrum
Thomas Rutledge, Chairman and CEO
400 Atlantic St.
Stamford, CT 06901

City Council/Planning Members

Chuong Vo, Mayor Pro Tem
P.O. Box 3130
Cerritos, CA 90703

Naresh Solanki, Council Member
P.O. Box 3130
Cerritos, CA 90703

Cerritos City Council
The Honorable Grace Hu, Mayor
P.O. Box 3130
Cerritos, CA 90703

Bruce W. Barrows, Council Member
P.O. Box 3130
Cerritos, CA 90703

Frank Aurelio Yokoyama, Council Member
P.O. Box 3130
Cerritos, CA 90703

City of Cerritos
Art Gallucci, City Manager
18125 Bloomfield Avenue
Cerritos, CA 90703

City of La Palma
The Honorable Nitesh P. Patel, Mayor
7822 Walker Street
La Palma, CA 90623

City of La Palma
Conal McNamar, City Manager
7822 Walker Street
La Palma, CA 90623

City of Buena Park
Nabil S. Henein, Director of Public Works/City Engineer
6650 Beach Boulevard, Second Floor
Buena Park, CA 90622

City of La Palma Director of Public Works
Mike Belknap, Community Services Director
7822 Walker Street
La Palma, CA 90623

City of Buena Park
Aaron France, City Manager
6650 Beach Boulevard, Second Floor
Buena Park, CA 90622

City of Buena Park
The Honorable Connor Traut, Mayor
6650 Beach Boulevard, Second Floor
Buena Park, CA 90622

City of Hawaiian Gardens
The Honorable Luis Roa, Mayor
21815 Pioneer Boulevard
Hawaiian Gardens, CA 90716

City of Hawaiian Gardens
Linda Hollinsworth, Interim City Manager
21815 Pioneer Boulevard
Hawaiian Gardens, CA 90716

City of Hawaiian Gardens
Robert Salazar, Public Works Superintendent
21815 Pioneer Boulevard
Hawaiian Gardens, CA 90716

City of Bellflower
The Honorable Dan Koops, Mayor
16600 Civic Center Drive
Bellflower, CA 90706

City of Bellflower
Len Gorecki, Assistant City Manager/Director of Public Works
16600 Civic Center Drive
Bellflower, CA 90706

City of Bellflower
Jeffrey L. Stewart, City Manager
16600 Civic Center Drive
Bellflower, CA 90706

City of Artesia
The Honorable Rene J. Trevino, Mayor
18747 Clarkdale Avenue
Artesia, CA 90701

City of Artesia
William Rawlings, City Manager
18747 Clarkdale Avenue
Artesia, CA 90701

City of Artesia
Okina Dor, Community Development Manager
18747 Clarkdale Avenue
Artesia, CA 90701

City of Cypress
Peter Grant, City Manager
5275 Orange Avenue
Cypress, CA 90630

City of Cypress
Douglas Dancs, P.E., Director of Public Works
5275 Orange Avenue
Cypress, CA 90630

City of Cypress
The Honorable Jon Peat, Mayor
5275 Orange Avenue
Cypress, CA 90630

City of Los Alamitos
Chris Kelley, City Engineer
3191 Katella Avenue
Los Alamitos, CA 90720

City of Los Alamitos
Bret Plumlee, City Manager
3191 Katella Avenue
Los Alamitos, CA 90720

City of Los Alamitos
The Honorable Mark A. Chirco, Mayor
3191 Katella Avenue
Los Alamitos, CA 90720

City of Stanton
The Honorable David J. Shawver, Mayor
7800 Katella Avenue
Stanton, CA 90680

City of Stanton
Steve Strapac, Interim Public Works & Engineering Director
7800 Katella Avenue
Stanton, CA 90680

City of Stanton
Jared Hildenbrand, City Manager
7800 Katella Avenue
Stanton, CA 90680

City of Lakewood
Thaddeus McCormack, City Manager
5050 Clark Avenue
Lakewood, CA 90712

City of Lakewood
The Honorable Jeff Wood, Mayor
5050 Clark Avenue
Lakewood, CA 90712

City of Cerritos
Art Gallucci, City Manager
18125 Bloomfield Avenue
Cerritos, CA 90703

Libraries & Schools

Cerritos Library
Attn: Reference Librarian
18025 Bloomfield Avenue
Cerritos, CA 90703

Palms Elementary School
Julie Yabumoto, Principal
12445 207th Street
Lakewood, CA 90715

Steve Luther Elementary School
Doreen O'Leary, Principal
4631 La Palma Avenue
La Palma, CA 90623

Martin B Tetzlaff Junior High School
Tuesday Stoffers, Principal
12351 Del Amo Boulevard
Cerritos, CA 90703

Los Coyotes Elementary School
Dr. Vicki Wong, Principal
8122 Moody Street
La Palma, CA 90623

Los Angeles County Parks and Recreation
Don Knabe Community Regional Park
Norma E. Garcia-Gonzalez, Director
West 100 S Fremont Avenue
Alhambra, CA 91803

Haskell STEM Academy
Valerie Gutierrez, Principal
11525 Del Amo Blvd.
Cerritos, CA 90703

ABC Adult School, Cabrillo Lane Office
Nancy Amara, Principal
20122 Cabrillo Lane
Cerritos, CA 90703

Willow Elementary School
Eveline Huh, Principal
11733 East 205th Street
Lakewood, CA 90715

Artesia High School
Sergio Garcia, Principal
12108 East Del Amo Blvd.
Lakewood, CA 90715

Nixon Academy
Dr. Tom Tracy, Principal
19600 Jacob Avenue
Cerritos, CA 90703

Sonshine Preschool
Elly Chung, Program Director
12229 East Del Amo Blvd.
Cerritos, CA 90703

Melbourne Elementary School
Karina Martir, Principal
21314 Claretta Avenue
Lakewood, CA 90715

State Clearinghouse and Orange County Clerk

State of California, State Clearinghouse
Office of Planning & Research
1400 Tenth Street, Room 212
Sacramento, CA 95814

Los Angeles County Clerk-Recorder Office
12400 Imperial Hwy.
Norwalk, CA 90650

Tribal Representatives (NOA)

Gabrielino-Tongva Tribe
Charles Alvarez
23454 Vanowen Street
West Hills, CA, 91307

Santa Rosa Band of Cahuilla Indians
Lovina Redner, Tribal Chair
P.O. Box 391820
Anza, CA 92539

Gabrielino Tongva Indians of California Tribal Council
Christina Conley, Tribal Consultant & Administrator
P.O. Box 941078
Simi Valley, CA 93094

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA, 91723

Soboba Band of Luiseno Indians
Isaiah Vivanco, Chairperson
P.O. Box 487
San Jacino, CA 92581

Juaneno Band of Mission Indians Acjachemen Nation - Belardes
Matias Belardes, Chairperson
32161 Avenida Los Amigos
San Juan Capistrano, CA, 92675

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490
Bellflower, CA, 90707

Gabrieleno/Tongva San Gabriel
Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA, 91778

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St.,
#231
Los Angeles, CA, 90012

Appendix C Mitigation Monitoring and Reporting Program

DEL AMO BOULEVARD BRIDGE REPLACEMENT AND SIGNAL ENHANCEMENT
MITIGATION MONITORING AND REPORTING PROGRAM

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
AIR QUALITY					
RC-AQ-1	When any earth disturbance occurs, excessive fugitive dust emissions will be controlled by regular watering or other dust preventive measures using the following procedures, as specified in the South Coast Air Quality Management District (SCAQMD) Rule 403. All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on site or off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized to prevent excessive amounts of dust. These control techniques will be indicated in Project specifications. Visible dust beyond the property line emanating from the Project will be prevented to the maximum extent feasible.	During construction	Resident Engineer and Construction Contractor		Include this measure in the final design plans and specifications
RC-AQ-2	All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2), and (e)(4), as amended, regarding the prevention of such material spilling onto public streets and roads.	During construction	Resident Engineer and Construction Contractor		Include this measure in the final design plans and specifications
SC-AQ-1	All construction vehicles both on and off site shall be prohibited from idling in excess of 5 minutes.	During construction	Resident Engineer and Construction Contractor		Include this measure in the final design plans and specifications
BIOLOGY					
RC-BIO-1	**Resource Agency Permits**. Prior to construction of the Project, the City Public Works Director or designee shall submit resource agency permit applications and obtain permits authorizations from the United States Army Corps of Engineers (USACE) (Section 404 Nationwide Permit authorization), CDFW (Section 1602 Streambed Alteration Agreement), and Regional Water Quality Control Board (Section 401 Water Quality Certification). The City Public	Prior to and during construction	City Public Works Director or designee		Include this measure in the final design plans and specifications

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
	Works Director or designee shall ensure compliance with all permit conditions.				
MM-BIO-1	**Construction Site Best Management Practices (BMPs).** All equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities will occur in developed or designated non-sensitive upland areas. The designated upland areas will be located in such a manner as to prevent any loose soil or spill runoff from entering jurisdictional waterways.	During construction	Resident Engineer and Construction Contractor		Include this measure in the final design plans and specifications
MM-BIO-2	**Invasive Species.** In order to prevent the spread of invasive species (Executive Order 13112), any plants removed or soil disturbed during the course of construction should be contained and properly disposed off site. All mulch, topsoil, seed mixes, or other plantings used during landscaping activities and any erosion-control BMPs implemented will be free of invasive plant species seeds or propagules. No vegetation listed on the California Invasive Plant Council (Cal-IPC) inventory will be installed as part of the Project, and all plant palettes proposed for the Project will be reviewed by a Qualified Biologist during the Plans, Specifications, and Estimate (PS&E) phase.	During construction	Resident Engineer and Construction Contractor		Include this measure in the final design plans and specifications
MM-BIO-3	**Construction Water Quality BMPs.** In order to avoid impacts to water quality during construction, stormwater and erosion control BMPs are recommended to prevent loose soil or pollutants associated with the Project from inadvertently entering the drainage features located within and adjacent to the Biological Study Area (BSA). Example BMPs include silt fencing and straw wattle placed in such a manner that they are able to catch or filter sediment or other construction-related debris to prevent it from eroding into the channel.	During construction	Resident Engineer and Construction Contractor		Include this measure and BMPs from the SWPPP in the final design plans and specifications

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
MM-BIO-4	**Pre-Construction Bat Surveys.** At bridge and culvert structures where construction activities will occur on or below that structure, and where there is also potential for maternity roosting, nighttime bat surveys should be performed by a qualified bat biologist during the peak period (June or July) of the bat maternity season (April 1–August 31) to confirm whether maternity colonies are present. These surveys should be performed by a qualified bat biologist at least one to two years in advance of construction so that appropriate site-specific and species-specific minimization measures can be developed in coordination with the CDFW and a qualified bat biologist.	One to two years in advance of construction during June or July	Resident Engineer, Construction Contractor, and Qualified Bat Biologist		Include this measure in the final design plans and specifications
MM-BIO-5	**Avoidance of the Bat Maternity Season**. If maternity roosts are confirmed within 500 feet of structures during the pre-construction bat surveys, , activities that pose adverse impacts to roosting bats through elevated noise and vibration, such as demolition and pile-driving activities, shall avoid the recognized bat maternity season (April 1–August 31) to prevent potential mortality of flightless young bats. Any such construction activities at structures housing maternity colonies shall be coordinated with a qualified bat biologist and the CDFW prior to work within the bat maternity season.	Coordinated with CDFW prior to and during construction	Resident Engineer, Construction Contractor, and Qualified Bat Biologist		Include this measure in the final design plans and specifications
MM-BIO-6	**Humane Eviction and Exclusion.** Direct impacts to bats and bat-roosting habitat will occur during the demolition of the Del Amo Boulevard Bridge if roosting bats are present. If bats and bat-roosting habitat is confirmed within suitable habitat, humane evictions and exclusions of roosting bats should be performed under the supervision of a qualified bat biologist in the fall (September or October) prior to any work activities that would result in direct impacts or direct mortality to roosting bats. This action will be performed in coordination with the CDFW. To avoid potential mortality of non-volant (flightless) juvenile bats, evictions and exclusions of bats cannot be performed during the	September or October prior to any work activities. No exclusions during bat maternity season (April 1–August 31)	Resident Engineer, Construction Contractor, and Qualified Bat Biologist		Include this measure in the final design plans and specifications

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
	maternity season (April 1–August 31). Winter months are also inappropriate for bat eviction because not all individuals in a roost will emerge on any given night. In addition, long-distance movements to other roost sites are more difficult during the winter when prey availability is scarce, resulting in high mortality rates of evicted bats.				
MM-BIO-7	**Night Work Lighting (Bats).** If night work (i.e., between dusk and dawn) is anticipated within 100 ft of structures where bat roosting is confirmed, night lighting shall be used only in areas of active work and focused on the direct area(s) of work and away from the culvert entrances to the greatest extent practicable.	During construction	Resident Engineer and Construction Contractor		Include this measure in the final design plans and specifications
MM-BIO-8	**Obstruction of Bat Roosting Features.** If bats and bat roosting habitat is confirmed, airspace access to and from the roost features of the structures shall not be obstructed except in direct work areas, and construction personnel shall not be present in non-active areas beneath the structures or near the entrances to the structures.	During construction	Resident Engineer and Construction Contractor		Include this measure in the final design plans and specifications
MM-BIO-9	**Construction Equipment Staging.** If bats and bat roosting habitat is confirmed, to the extent practicable, internal combustion equipment such as generators and vehicles are not to be parked or operated beneath or adjacent to the structures unless they are required for project-related work on that structure.	During construction	Resident Engineer and Construction Contractor		Include this measure in the final design plans and specifications
MM-BIO-10	**Replacement Lighting Locations.** The proposed Project includes the replacement of lighting in various areas. Siting of these lights should avoid overspill into identified bat-roosting sites to avoid permanent impacts to roosting and foraging bats.	During construction	Resident Engineer and Construction Contractor		Include this measure in the final design plans and specifications

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

DEL AMO BOULEVARD BRIDGE REPLACEMENT AND SIGNAL ENHANCEMENT
MITIGATION MONITORING AND REPORTING PROGRAM

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
MM-BIO-11	**Swallow Nest Removal.** If swallow nests are removed to prevent swallows from nesting in the Project area during construction activities, the nests should be inspected for roosting bats by a CDFW-approved bat biologist and removed in the fall (September or October) in a manner that ensures they do not fall to the ground before lack of occupancy has been established.	Prior to and/or during construction in September or October	Resident Engineer and Construction Contractor		Include this measure in the final design plans and specifications
MM-BIO-12	**Tree Trimming and Removal (Bats).** To the greatest extent feasible, tree trimming/removal activities shall be performed outside the bat maternity season (April 1–August 31) to avoid direct impacts to non-volant young that may roost in trees within the study area. This period also coincides with the typical bird nesting season. If trimming or removal of trees during the bat maternity season cannot be avoided, a qualified biologist shall monitor tree trimming and removal activities.	During construction April 1–August 31.	Resident Engineer and Construction Contractor. If outside of the period April 1 – August 31, a Qualified Biologist shall monitor tree trimming and removal activities		Include this measure in the final design plans and specifications
MM-BIO-13	**Compensation for Direct Impacts to Bats.** If permanent, direct impacts to bat-roosting habitat are anticipated and/or a humane eviction/exclusion is performed, alternate roosting habitat shall be provided to ensure no net loss of bat-roosting habitat. The design, numbers, and locations of these roost structures should be determined in consultation with a qualified bat biologist. This action shall be coordinated with the CDFW and a qualified bat biologist to ensure that the installed habitat will provide adequate mitigation for impacts.	Coordinated with CDFW and Qualified Bat Biologist during construction	Resident Engineer, Construction Contractor, and Qualified Bat Biologist		Include this measure in the final design plans and specifications
MM-BIO-14	**Construction Night Lighting (General).** All lighting used at night for project construction will be of the lowest illumination necessary for human safety and selectively placed and directed at the immediate work area and away from adjacent habitats. Light glare shields will be used to reduce the extent of illumination into habitats.				

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

DEL AMO BOULEVARD BRIDGE REPLACEMENT AND SIGNAL ENHANCEMENT
MITIGATION MONITORING AND REPORTING PROGRAM

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
MM-BIO-15	**Pre-Construction Nesting Bird Survey and Avoidance of Breeding and Nesting Bird Season**. Project activities shall occur outside the nesting season (February 1–September 30) to the fullest practicable extent. If project activities with potential to indirectly disturb suitable avian nesting habitat within 500 feet (ft) of the work area would occur during the nesting season (as determined by a qualified biologist), a qualified biologist with experience in conducting breeding bird surveys will conduct a nesting bird survey no more than 3 days prior to the initiation of project activities to detect the presence/ absence of migratory and resident bird species occurring in suitable nesting habitat. Project activities may begin no more than 3 days after the completion of the nesting bird survey in the absence of active bird nests. An additional nesting bird survey will be conducted if project activities fail to start within 3 days of the completion of the pre-construction nesting bird survey.	During construction outside of nesting season from February 1 – September 30	Resident Engineer, Construction Contractor, and Qualified Biologist		Include this measure in the final design plans and specifications
MM-BIO-16	**Nesting Bird Exclusionary Buffers.** Should nesting birds be found during the pre-construction nesting bird survey, an exclusionary buffer will be established by the qualified biologist. This buffer will be clearly marked in the field by construction personnel under the guidance of the biologist, and construction will not be conducted in this zone until the biologist determines that the young have fledged or the nest is no longer active. Work may only occur during the breeding season if nesting bird surveys indicate the absence of any active nests within the work area. Without the written approval of the California Department of Fish and Wildlife (CDFW) and/or the United States Fish and Wildlife Service (USFWS), no work shall occur if listed or fully protected bird species are found to be actively nesting within 500 ft of the areas subject to construction activities.	During construction	Resident Engineer, Construction Contractor, and Qualified Biologist		Include this measure in the final design plans and specifications

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

DEL AMO BOULEVARD BRIDGE REPLACEMENT AND SIGNAL ENHANCEMENT
MITIGATION MONITORING AND REPORTING PROGRAM

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
CULTURAL RESOURCES					
MM-CUL-1	If unknown potential cultural resources are found during construction activities, then work shall stop in the vicinity of the find until a qualified archaeologist can be contacted to assess the nature and significance of the find.	During construction	Resident Engineer, Construction Contractor, and Qualified Archaeologist		Include this measure in the final design plans and specifications
GEOLOGY AND SOILS					
SC-GEO-1	**Final Geotechnical/Baseline Report**: During preliminary and final design, a comprehensive geologic and geotechnical investigation will be conducted and design-level geotechnical/baseline reports will be prepared. This report will document and provide design recommendations for seismic hazards such as fault-induced ground rupture, ground shaking, co-seismic deformation, slope instability, seismic settlement, liquefaction, or related secondary seismic impacts that may be present along the alignment of the Project. The report will also provide design recommendations for geology-related constraints such as settlement, collapse potential, expansion, landslides, erosion, and naturally occurring gas. The performance standard for this report will be the geotechnical design standards of the Los Angeles County Metropolitan Transportation Authority (Metro), and/or the local jurisdiction, as applicable. The Project Engineer will incorporate the measures recommended in the design-level geotechnical report in the final design and project specifications. The Construction Contractor, Design/Build Contractor, or the Private Public Partnership developer, as applicable, will implement the measures recommended in the design-level geotechnical reports as included in the project design and specifications.	During preliminary and final design	The Construction Contractor, Design/Build Contractor, or the Private Public Partnership developer		

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

DEL AMO BOULEVARD BRIDGE REPLACEMENT AND SIGNAL ENHANCEMENT
MITIGATION MONITORING AND REPORTING PROGRAM

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
MM-GEO-1	The recommendations included in the draft preliminary foundation report and the geotechnical investigation report will be incorporated into the final design plans and specifications during final design by the final design engineer and the City.	During final design	Final design engineer and City		
MM-PALEO-1	A final design engineer and paleontologist who meets the qualifications of established by the Society of Vertebrate Paleontology (SVP) shall be retained during final design and construction to develop a Paleontological Resources Impact Mitigation Program (PRIMP) for this project. The PRIMP shall be consistent with the standards of the SVP and include the methods that will be used to protect paleontological resources that may exist within the Project site, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading.	During final design and construction	Final Design Engineer and Qualified Paleontologist		Include the recommendations and mitigations from the PRIMP in the final design plans and specifications
MM-PALEO-2	Excavation and grading activities in deposits with high paleontological sensitivity (i.e., Young Alluvium, Unit 2 below a depth of 10 feet) shall be monitored during construction by resident engineer, a construction contractor, and a qualified paleontological monitor following a PRIMP. No monitoring is required for excavations in deposits with no paleontological sensitivity (i.e., Artificial Fill). If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected, and the paleontologist or paleontological monitor shall be contacted to assess the find for scientific significance. If determined to be scientifically significant, the fossil shall be collected from the field.	During construction	Resident Engineer, Construction Contractor, and Qualified Paleontologist		Include this measure in the final design plans and specifications

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
MM-PALEO-3	During construction, collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collection of museum repository by a resident engineer, construction contractor, and a qualified paleontologist. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program.	During construction	Resident Engineer, Construction Contractor, and Qualified Paleontologist		Include this measure in the final design plans and specifications
WATER QUALITY					
RC-WQ-1	**Construction General Permit.** Prior to commencement of construction activities, the City of Cerritos shall obtain coverage under the *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit)* NPDES No. CAS000002, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ, or any other subsequent permit. This shall include submission of Permit Registration Documents (PRDs), including permit application fees, a Notice of Intent (NOI), and other compliance-related documents required by the permit, to the State Water Resources Control Board via the Storm Water Multiple Application and Report Tracking System (SMARTS). Construction activities shall not commence until a Waste Discharge Identification Number (WDID) is obtained for the project from SMARTS. Project construction shall comply with all applicable requirements specified in the Construction General Permit, including but not limited to, preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of construction site Best Management Practices (BMPs) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate risk level identified for the project. All work shall conform to the Construction Site BMP	Prior to construction	City and Qualified Water Quality Consultant		Include this measure in the final design plans and specifications

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
	requirements specified in the latest edition of the California Department of Transportation (Caltrans) *Storm Water Quality Handbooks: Construction Site Best Management Practices Manual* to control and minimize the impacts of construction and construction-related activities, materials, and pollutants on the watershed. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and shall include Construction BMPs (e.g., Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site and Good Housekeeping BMPs designed to prevent and contain spills and leaks) and prevent discharge of construction debris and waste into receiving waters. Upon completion of construction activities and stabilization of the site, a Notice of Termination (NOT) shall be submitted via SMARTS.				
RC-WQ-2	**Surface Water Diversion Plan.** During final design, the City of Cerritos shall ensure that a Surface Water Diversion Plan (SWDP) is prepared. The SWDP shall provide details and information on actions to be implemented to divert surface water in the construction area. The Construction Contractor shall adhere to the requirements specified in the SWDP.	During final design and during construction	City, Resident Engineer, Construction Contractor, and Qualified Water Quality Consultant		Include this measure in the final design plans and specifications
RC-WQ-3	**Los Angeles County MS4 Permit.** During final design, the City of Cerritos shall ensure that a final Standard Urban Stormwater Mitigation Plan/Low Impact Development Plan (SUSMP/LID Plan) is prepared in compliance with the requirements of the *Waste Discharge Requirements for Municipal Separate Storm Sewer System (MS4) Discharges within the Coastal Watersheds of Los Angeles County, Except Those Discharges Originating from the City of Long Beach MS4* (Los Angeles County MS4 Permit), Order No. R4-2012-0175, NPDES Permit No. CAS004001, as amended by Order Nos. WQ 2015-0075 and R4-2012-0175-A01.	During final design and during construction	City, Resident Engineer, Construction Contractor, and Qualified Water Quality Consultant		Include the requirements of the SUSMP/LID Plan in the final design plans and specifications

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
RC-WQ-4	**Orange County MS4 Permit.** During final design, the City of Cerritos shall ensure that a final SUSMP/LID Plan is prepared in compliance with the requirements of *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County,* Order No. R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062.	During final design and during construction	City, Resident Engineer, Construction Contractor, and Qualified Water Quality Consultant		Include the requirements of the SUSMP/LID Plan in the final design plans specifications
RC-WQ-5	**Los Angeles County Groundwater Permit.** At least 45 days prior to groundwater dewatering activities, the City of Cerritos shall submit an NOI to the Los Angeles Regional Water Quality Control Board (RWQCB) to obtain coverage under the *Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watershed of Los Angeles and Ventura Counties* (Groundwater Discharge Permit), Order No. R4-2018-0125, NPDES No. CAG994004. The Construction Contractor shall comply with the requirements of Order No. R4-2018-0125, NPDES No. CAG994004. Groundwater dewatering activities shall comply with all applicable provisions in the Groundwater Discharge Permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, an NOT shall be submitted to the Los Angeles RWQCB.	During construction prior to groundwater dewatering	City, Resident Engineer, and Construction Contractor		Include this measure in the final design plans and specifications
RC-WQ-6	**Orange County Groundwater Permit.** At least 45 days prior to groundwater dewatering activities, the City of Cerritos shall submit an NOI to the Santa Ana RWQCB to obtain coverage under the *General Waste Discharge Requirements for Discharges to Surface Waters That Pose an Insignificant (De Minimis) Threat to Water Quality* (Groundwater Discharge Permit), Order No. R8-2020-0006, NPDES No. CAG998001. The Construction Contractor shall	During construction at least 45 days prior to groundwater dewatering activities	City, Resident Engineer, and Construction Contractor		Include this measure in the final design plans and specifications

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
	comply with the requirements of Order No. R8-2020-0006, NPDES No. CAG998001. Groundwater dewatering activities shall comply with all applicable provisions in the Groundwater Discharge Permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, an NOT shall be submitted to the Santa Ana RWQCB.				
NOISE					
RC-NOS-1	The construction contractor shall limit construction activities to between the hours of 7:00 a.m. and 5:00 p.m. from Monday through Friday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday. Construction is prohibited outside these hours or at any time on Sundays and federal holidays.	During construction	Construction Contractor		
SC-NOS-1	During all project site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.	During all project site excavation and grading	Project Contractors		
SC-NOS-2	The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and most noise-sensitive receptors nearest the project site during all project construction.	During construction	Construction Contractor		
SC-NOS-3	The construction contractor shall place all stationary construction equipment so that the emitted noise is directed away from the sensitive receptors nearest the project site.	During construction	Construction Contractor		
MM-NOS-1	During construction, the resident engineer and Construction Contractor shall restrict heavy construction (e.g., large bulldozers and loaded trucks) or require the use of light construction equipment (e.g., small bulldozers and pick-up trucks) within 12 ft of residential structures and 8 ft of commercial structures along Del Amo Boulevard between Bloomfield Avenue and Denni Street. This	During construction	Resident Engineer and Construction Contractor		

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
	requirement will be shown on the construction plans and identified in the project specifications.				
TRANSPORTATION					
MM-TRAN-1	**Transportation Management Plan:** A Preliminary Transportation Management Plan (TMP) was prepared on May 13, 2021. During final design, the Project Engineer shall prepare a revised Final TMP. The objectives of the TMP will be to: • Maintain traffic safety during construction; • Effectively maintain an acceptable level of traffic flow along Del Amo Boulevard during construction; • Minimize traffic delays and facilitate reduction of duration of construction activities; • Minimize detours and impacts to pedestrians and bicyclists; • Foster public awareness of the project and related impacts; and • Incorporate input on the Final TMP measures from stakeholders. The TMP shall address all aspects of transportation effects of all construction activities on vehicular, pedestrian, and bicycle access and mobility, including: temporary lane, sidewalk closures; detours; increases in traffic volumes (including regular traffic and construction traffic, construction equipment, materials delivery vehicles, waste/haul vehicles, and employee commutes); and potential effects on emergency services (e.g., fire, police, ambulances), transit services, bicyclists, and pedestrians). The development of the TMP will be closely coordinated local jurisdictions (cities and the county), and other potentially affected parties (school bus and transit operators and police, fire, and emergency services providers). The TMP shall identify specific TMP strategies, the party/parties responsible for implementing those	During final design	Project Engineer		

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
	strategies, the agencies and parties the TMP strategies will be coordinated with, and the timing of the implementation of those strategies. The Final TMP shall be approved by the City Engineer and incorporated into the final design plans and specifications.				
TRIBAL CULTURAL RESOURCES					
MM-TRC-1	**Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities:** 1. 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. 2. 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. 3. 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	Prior to construction	City and Construction Contractor		

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
	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. 4. 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. 5. 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.				
MM-TRC-2	**Unanticipated Discovery of Human Remains and Associated Funerary Objects** 1. 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	During Construction	City/Resident Engineer/Construction Contractor		

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
	Code Section 5097.98, are also to be treated according to this statute. 2. If Native American human remains and/or grave goods discovered or recognized on the project site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed. 3. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). 4. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).) 5. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History				

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
	Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. 6. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.				
MM-TRC-3	**Procedures for Burials and Funerary Remains:** 1. As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. 2. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. 3. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials. 4. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate	During or after construction	City/Qualified Archaeologist/Contractor		

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
	that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. 5. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. 6. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered. 7. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once				

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

No.	Measure	Timing of Completion	Responsible Party	Completion Date and Responsible Party Initials	Comments
	complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.				

MM = Mitigation Measure
RC = Regulatory Compliance
SC = Standard Condition

(Available electronically for public viewing at: http://www.cerritos.us/RESIDENTS/public_works/del_amo_bridge_project.php)

Appendix D Technical Studies

The following technical studies and documentation were conducted in support of the IS/MND. The technical studies and documentation in digital format are included separately:

- Air Quality Report, prepared by Ronald Brugger, Senior Air Quality Specialist, LSA Associates, Inc.
- Construction Emissions Calculations, prepared by Ronald Brugger, Senior Air Quality Specialist, LSA Associates, Inc. Natural Environmental Study (Minimal Impacts), prepared by Bo Gould, Associate Natural Resources Specialist and Kelly McDonald, Biologist, LSA Associates, Inc.
- Natural Environment Study – Minimal Impact (NES-MI), prepared by Kelly McDonald, Biologist, LSA Associates, Inc.
- Paleontological Resources Assessment, prepared by Jacob Biewer, M.Sc., Paleontologist and Sarah Rieboldt, Ph. D., Associate/Senior Paleontological Resources Manager, LSA Associates, Inc.
- Water Quality Assessment Report, prepared by Pamela Reading, Environmental Principal and Giana Gurrera, Assistant Environmental Planner, LSA Associates, Inc.
- Noise and Vibration Report, prepared by Jason Lui, Associate/Senior Noise Specialist, LSA Associates, Inc.
- Historical Resources Assessment, prepared by Casey Tibbet, M.A., Associate Cultural Resources Specialist, LSA Associates, Inc.
- Archaeological Survey Report, prepared by Ivan H. Strudwick, Associate/Archaeologist, LSA Associates, Inc.
- Community Impacts Assessment, prepared by Ryan Bensley, Associate/Environmental Planner, Tamar Gharibian, Assistant Environmental Planner, and Marlene Watanabe, Environmental Planner (formerly LSA), LSA Associates, Inc.
- Visual Impact Assessment, prepared by Tamar Gharibian, Assistant Environmental Planner, LSA Associates, Inc.
- Preliminary Hydrology Analysis Memorandum, prepared by Kimley-Horn and Associates.
- Stormwater Pollution and Prevention Plan, prepared by Kimley-Horn and Associates.
- Preliminary Low Impact Development Plan (LID Plan), prepared by Kimley-Horn and Associates.
- Preliminary Transportation Management Plan, prepared by Kimley-Horn and Associates.
- Traffic Operations Draft Report (Non-CEQA), prepared by Kimley-Horn and Associates.
- Traffic Study VMT Draft (for CEQA), prepared by Kimley-Horn and Associates.
- Preliminary Foundation Report, prepared by Zachary S. Jarecki, Project Engineer, Robert E. Lemmer, PG, CEG, CHG, Principal Engineering Geologist, and Jeff Woon, PE, GE, Senior Project Manager, Kleinfelder.
- Initial Site Assessment, prepared by Lindsey Dandridge-Perry, Project Professional and Lizanne Simmons, PG 7431, Kleinfelder.

Appendix E Response to Comments

After the public comment review period, LSA will respond to comments and incorporate changes into the IS/MND as is necessary.