COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

GAIL FARBER, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

November 16, 2010

ADOPTED
BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

17 NOVEMBER 16, 2010

Sachi A. Hamai
SACHI A. HAMAI
EXECUTIVE OFFICER

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

ADOPT THE AVOCADO HEIGHTS MULTIUSE TRAIL NEGATIVE DECLARATION AND DELEGATE AUTHORITY TO THE DIRECTOR OF PUBLIC WORKS TO PROCEED WITH THE CONSTRUCTION OF A MULTIUSE TRAIL IN THE COMMUNITY OF AVOCADO HEIGHTS (SUPERVISORIAL DISTRICT 1) (3 VOTES)

SUBJECT

This action is to adopt the Negative Declaration and the Mitigation Monitoring and Reporting Program for the Avocado Heights Multiuse Trail project, approve the project, and authorize the Director of Public Works or her designee to proceed with the project.

IT IS RECOMMENDED THAT YOUR BOARD:

1. Consider the Negative Declaration for the proposed Avocado Heights Multiuse project together with any comments received during the public review period, find on the basis of the whole record before the Board that there is no substantial evidence the project will have a significant effect on the environment, find that the Negative Declaration reflects the independent judgment and analysis of the Board, and adopt the Negative Declaration.

2. Approve the project and authorize the County of Los Angeles Department of Public Works to proceed with the preconstruction phase of the project, including design plans, right-of-way acquisition, and obtaining all necessary permits.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the recommended actions is to fulfill the requirements of the California Environmental Quality Act (CEQA) for the proposed project and authorize the Director of Public Works or her designee to proceed with the proposed project, which will construct 3.6 miles of multiuse trails along Proctor, Lomitas, 3rd, 4th, and 5th Avenues as well as Don Julian Road in the unincorporated area of Avocado Heights. The project will provide improvements that will ensure safety and mobility for pedestrians, equestrians, and motorists. The Department of Parks and Recreation will operate and maintain the trail.

Implementation of Strategic Plan Goals

The Countywide Strategic Plan directs the provision of Community and Municipal Services (Goal 3). The Avocado Heights Multiuse Trail project will support this goal by providing safety and mobility for pedestrian, equestrians, and motorists, which will benefit and enhance the quality of life for County residents.

FISCAL IMPACT/FINANCING

There will be no impact to the County General Fund.

The total cost of the project is estimated to be $5,760,000. A construction contract will be advertised for bids at a later date contingent upon the Board's approval of this action. The project, including preliminary engineering costs, is included in the First Supervisorial District's Road Construction Program in the Fiscal Year 2010-11 Road Fund Budget. Preliminary engineering costs are funded with the First Supervisorial District's Utility Users Tax Funds included in the FY 2010-11 Road Fund Budget. The construction cost of the project will be fully reimbursed by the Puente Hills Landfill Community Benefit and Environmental Education Trust Fund.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

Environmental impact analysis and documentation is a CEQA requirement that is to be used in evaluating the environmental effects of this project and should be considered in the approval. As the project administrator, the Department of Public Works (Public Works) is also the lead agency in terms of meeting the requirements of CEQA. The Initial Study of Environmental Factors indicated that the project would not have a significant effect on the environment. Therefore, in accordance with the Environmental Document Reporting Procedures and Guidelines adopted by the Board on November 17, 1987, a Negative Declaration was prepared and circulated for public review.

ENVIRONMENTAL DOCUMENTATION

The enclosed Initial Study was prepared for the project in compliance with CEQA. The Initial Study showed that there is no substantial evidence that the project may have a significant effect on the environment. Based on the Initial Study, a Negative Declaration was prepared. Public notice was published in the San Gabriel Valley Tribune on July 17, 2009, pursuant to Public Resources Code Section 21092. Copies of the draft Negative Declaration for public review were provided to the

Sunkist-La Puente Library and a copy was available at our headquarters building in Alhambra. Notices regarding the availability of the draft Negative Declaration were also mailed to residents within the vicinity of the project. There were no organizations or individuals who previously requested notice.

Written comments were received during the public review period from one resident and the County of Los Angeles (County) Department of Parks and Recreation. Responses to those comments are included in Attachment A of the Negative Declaration. Clarification and revisions to address the changes in the project scope and to reflect amendments to the CEQA guidelines have been incorporated into Attachments B and C.

The location of the documents and other materials constituting the record of the proceedings upon which the Board's decision is based in this matter is the County Public Works, Programs Development Division, 900 South Fremont Avenue, 11th Floor, Alhambra, CA 91803. The custodian of such documents and materials is Mr. Edward Dingman, County Public Works.

The project is not exempt from payment of a fee to the California Department of Fish and Game pursuant to Section 711.4 of the Fish and Game Code to defray the costs of fish and wildlife protection and management incurred by the California Department of Fish and Game. Upon the Board's adoption of the Negative Declaration, Public Works will file a Notice of Determination in accordance with Section 21152(a) of the California Public Resources Code and pay $2,085.25, the required filing and processing fee with the County Registrar-Recorder/County Clerk.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The project will provide a multi-use trail for the recreational enjoyment of the residents of Avocado Heights.

CONCLUSION

Please return one adopted copy of this letter to Public Works, Programs Development Division.

Respectfully submitted,

GAIL FARBER
Director

GF:SA:re

Enclosures

c: Chief Executive Office
County Counsel
Executive Office

Final
Initial Study and Negative Declaration
Avocado Heights Multiuse Trail
Avocado Heights, California

Prepared for:

Los Angeles County Department of Public Works
900 S. Fremont Avenue
Alhambra, CA 91803
626.458.5100

Contact: Sarah Scott

Prepared by:

Michael Brandman Associates
220 Commerce, Suite 200
Irvine, CA 92602
714.508.4100

Contact: Shawn Nevill, J.D., Project Manager

Michael Brandman Associates

August 25, 2010

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Initial Study and Negative Declaration
Avocado Heights Multiuse Trail
Avocado Heights, California

Prepared for:

Los Angeles County Department of Public Works
900 S. Fremont Avenue
Alhambra, CA 91803
626.458.3916

Contact: Sarah Scott

Prepared by:

Michael Brandman Associates
220 Commerce, Suite 200
Irvine, CA 92602
714.508.4100

Contact: Shawn Nevill, J.D., Project Manager

Michael Brandman Associates

July 13, 2009

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SECTION 1: INTRODUCTION

1.1 - Project Title

The project title is Avocado Heights Multiuse Trail.

1.2 - Project Location

The project site is located in the unincorporated area of Avocado Heights in the County of Los Angeles as shown in Exhibit 1. Specifically, the project is located along 3rd, 4th, and 5th Avenues, Proctor Avenue, Lomitas Avenue, and Don Julian Road. The location of the multiuse trail is shown on Exhibit 2.

1.3 - Lead Agency Name and Address

The County of Los Angeles Department of Public Works is the Lead Agency. The address is as follows: Los Angeles County Department of Public Works, 900 S. Fremont Avenue, Alhambra, CA 91803.

1.4 - General Plan Designation

Light Agriculture Zoning.

The County of Los Angeles designates the project area as Light Agriculture (A-1) and a portion of the site located between Lomitas and 4th Avenue is designated as Single-Family Residential (R-1). Avocado Heights County Park, located at the southern portion of the site, is designated as Open Space (O-S).

1.5 - Surrounding Land Uses and Setting

The proposed multiuse trail is located in the unincorporated area of Avocado Heights and is surrounded by residential and industrial uses to the north, the San Jose Channel and open space to the south, industrial uses to the east, and residential uses to the west.

1.6 - Purpose

This document is an Initial Study and Negative Declaration (IS/ND). It has been prepared in accordance with the California Environmental Quality Act (CEQA) statutes, Public Resources Code (PRC Section 21000 et seq.), CEQA Guidelines, and the County of Los Angeles Guidelines for Implementing CEQA. The purpose of an Initial Study is to conduct formal environmental project review to:

1. Identify project impacts which are determined not to be significant.
2. Identify project impacts which are determined to be potentially significant.
3. Provide an opportunity to incorporate mitigation measures or changes into the project design, which will lessen the level of significance of anticipated environmental impacts.
4. Identify whether a Negative Declaration or EIR analysis is necessary to complete the environmental review for the project pursuant to CEQA.

A Negative Declaration is appropriate where "the initial study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment" (CEQA Guidelines 15070). As stated in the proposed environmental determination below, the proposed project would not have a significant effect on the environment.

1.7 - Project Description

1.7.1 - Project Characteristics

The project proposes to construct 3.6 miles of multiuse trails along Proctor Avenue, Lomitas Avenue, 3rd, 4th, and 5th Avenues, and Don Julian Road in the unincorporated area of Avocado Heights (see Exhibit 3). The trail surface would consist of 8 inches of decomposed granite over compacted 6" base material. The specific components of the proposed project applicable to each roadway segment are described in detail below.

Proctor Avenue

Multiuse trail improvements along Proctor Avenue would occur on the south side of the roadway from 3rd Avenue to 5th Avenue. The project would remove the existing curb, gutter, and sidewalks on the south side of the street. The roadway width would be reduced from 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the south side of the roadway that would vary between 7 and 9.5 feet in width. New curb, gutter, and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged concrete sidewalks (in areas where sidewalk gaps exist) would be installed or replaced on the north side of Proctor Avenue, opposite the alignment of the multiuse trail.

Lomitas Avenue

Multiuse trail improvements along Lomitas Avenue would occur on the north side of the roadway from 3rd Avenue to 5th Avenue. The project would remove the existing curb, gutter, and sidewalks on the north side of the street. The roadway width would be reduced from 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the north side of the roadway that would vary between 7.5 and 9.5 feet in width. New curb, gutter, and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged concrete sidewalk would be installed or replaced on the south side of Lomitas Avenue, opposite the alignment of the multiuse trail.

3rd Avenue

Multiuse trail improvements along 3rd Avenue would occur on the east side of the roadway from Lomitas Avenue to Proctor Avenue. The project would remove the existing curb, gutter, and sidewalks on the east side of the street. The roadway width would be reduced from 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the east side of the roadway that would vary between 9 and 13.5 feet in width. New curb, gutter, and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged sidewalk will be installed or replaced on the west side of 3rd Avenue, opposite the alignment of the multiuse trail.

4th Avenue

Multiuse trail improvements along 4th Avenue would occur on the east side of the roadway from the southwestern terminus at San Jose Creek to Proctor Avenue. The project would remove existing curb, gutter, and sidewalks on the south side of the street. The roadway width would be reduced from 37, 38, or 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the east side of the roadway that would vary between 5 and 13.5 feet in width. New curb, gutter, and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged concrete sidewalks would be installed or replaced on the west side of 4th Avenue, opposite the alignment of the multiuse trail.

5th Avenue

Multiuse trail improvements along 5th Avenue would occur on the east side of the roadway from the southwestern terminus at San Jose Creek to Proctor Avenue. The project would remove existing curb, gutter, and sidewalks on the south side of the street. The roadway width would be reduced from 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the east side of the roadway that would vary between 9 and 13.5 feet in width. New curb, gutter, and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged concrete

sidewalks would be installed or replaced on the west side of 5th Avenue, opposite the alignment of the multiuse trail.

Don Julian Road

Multiuse trail improvements along Don Julian Road would occur on the south side of the roadway between 3rd Avenue and 5th Avenue. The project would remove the existing sidewalks on the south side of the street. Portions of private fencing, landscaping, mailboxes, or any other improvements that occur within the County ROW on the south side of Don Julian would be removed, unless there is a 5-foot minimum distance between the improvement and the existing curb line. Additionally, existing utility improvements and fire hydrants would be relocated, as needed, to accommodate trail construction. A multiuse trail would be constructed on the south side of the roadway that would vary between 6.5 and 9.5 feet in width. Additionally, missing or damaged concrete sidewalks would be installed or replaced on the north side of Don Julian Road opposite the multiuse trail.

1.7.2 - Drainage

The project would construct a 48-inch to 51-inch storm drain beneath 5th Avenue from Proctor Avenue to south of Don Julian Road where it would connect to an existing 51-inch storm drain beneath 5th Avenue. A 36-inch storm drain line would also be constructed beneath Proctor Avenue from 4th Avenue to 5th Avenue, where it would connect to the proposed 48-inch storm drain line beneath 5th Avenue. Additionally, the project would require construction of catch basins and reconstruction of existing cross-gutters.

1.7.3 - Right of Way (ROW) Encroachment

In the existing condition, fences, landscaping, mailboxes, and other fixed improvements encroach on Los Angeles County ROW. In locations where these improvements encroach on County ROW and conflict with the proposed multiuse trail, the property owner will be responsible for the removal of the portions of the improvements that extend into the County's ROW, as needed, to accommodate the development of the multiuse trail. If necessary, Public Works will have the contractor remove the encroachments.

1.7.4 - Tree Removal

There are existing trees in the parkway, which would need to be removed and/or trimmed to provide a minimum of 10-to-12 foot vertical clear height. Based on the preliminary design, trees that will need to be removed are as follows: one tree on 3rd Avenue, twenty-five trees on 4th Avenue, one tree on Don Julian Road, and four trees on Proctor Avenue.

1.7.5 - Site Preparation

Demolition and removal of existing improvements (certain curbs, gutters, private fencing, landscaping improvements, etc.) within the County's ROW would occur along the multiuse trail alignment, and where sidewalks are to be replaced opposite the multiuse trail.

Grading associated with project implementation would occur on the project site in association with establishment of the multiuse trail, and replacement of curb, gutters, and sidewalks. It is assumed that no more than 2.0 acres of the project site would be graded per day.

Site preparation for the subsurface storm drain improvement would require the removal of the existing roadway pavement and trenching within the existing roadways along 4th and 5th Avenues.

1.7.6 - Right-of-Way

This project requires acquisition of small amounts of additional road right-of-way (ROW) and permits to enter for the grading and the construction of curb ramps and driveways. The remaining improvements would be made within the existing County ROW.

1.7.7 - Maintenance

The County of Los Angeles Department of Parks and Recreation would be responsible for maintenance related to the multiuse trails, including the removal of animal waste.

1.8 - Intended Uses of this Document

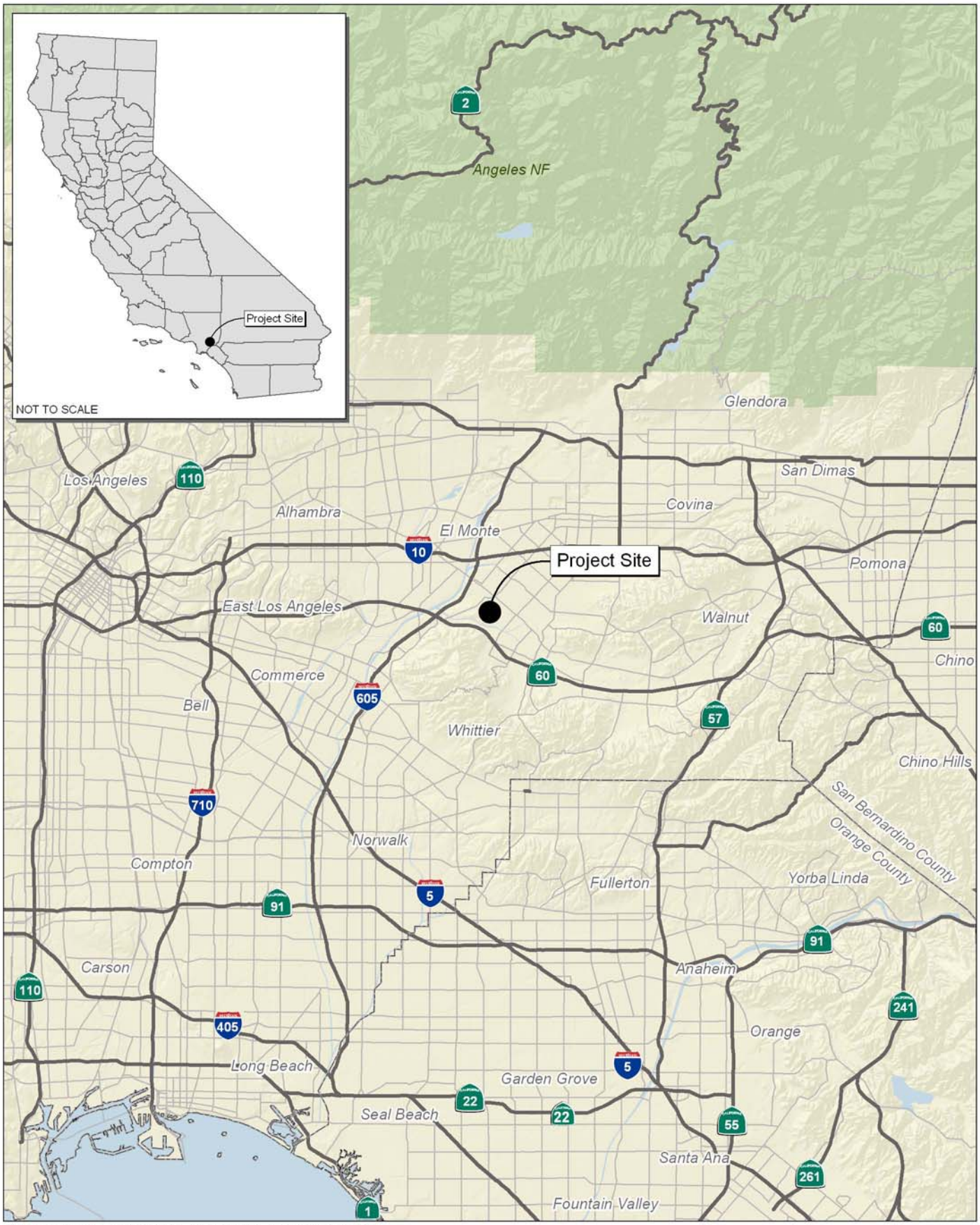
As the lead agency, the County of Los Angeles has determined that a ND is the appropriate level of analysis pursuant to the CEQA Statutes and Guidelines to address the potential environmental impacts of the proposed project. After mitigation, the project will not have a significant effect on the environment.

1.9 - Environmental Setting

The project site is located along 3rd, 4th, and 5th Avenues, Proctor Avenue, Lomitas Avenue, and Don Julian Road, within the unincorporated area of Avocado Heights, in the eastern portion of Los Angeles County, in Southern California (see Exhibits 1 and 2). The Project site is generally surrounded by residential, open space, and industrial uses.

Primary access to the site is provided by Don Julian Road located to the west of the proposed multiuse trail. Regional access is provided by the San Gabriel Freeway (605 Freeway), which is located approximately 3 miles west of the project site. A freeway interchange at Peck Road provides access to and from the freeway from the site.

Avocado Heights County Park is located at the southern portion of the site. Don Julian Elementary School is located to the north.



Source: Census 2000 Data, The CaSIL, MBA GIS 2008.

Michael Brandman Associates

NORTH

5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

34320002 • 12/2008 | 1_regional.mxd

LOS ANGELES COUNTY • AVOCADO HEIGHTS MULTIUSE TRAIL PROJECT

Source: ESRI Resource Center World Imagery. MBA GIS Data, 2008.

Exhibit 2
Local Vicinity Map
Aerial Base

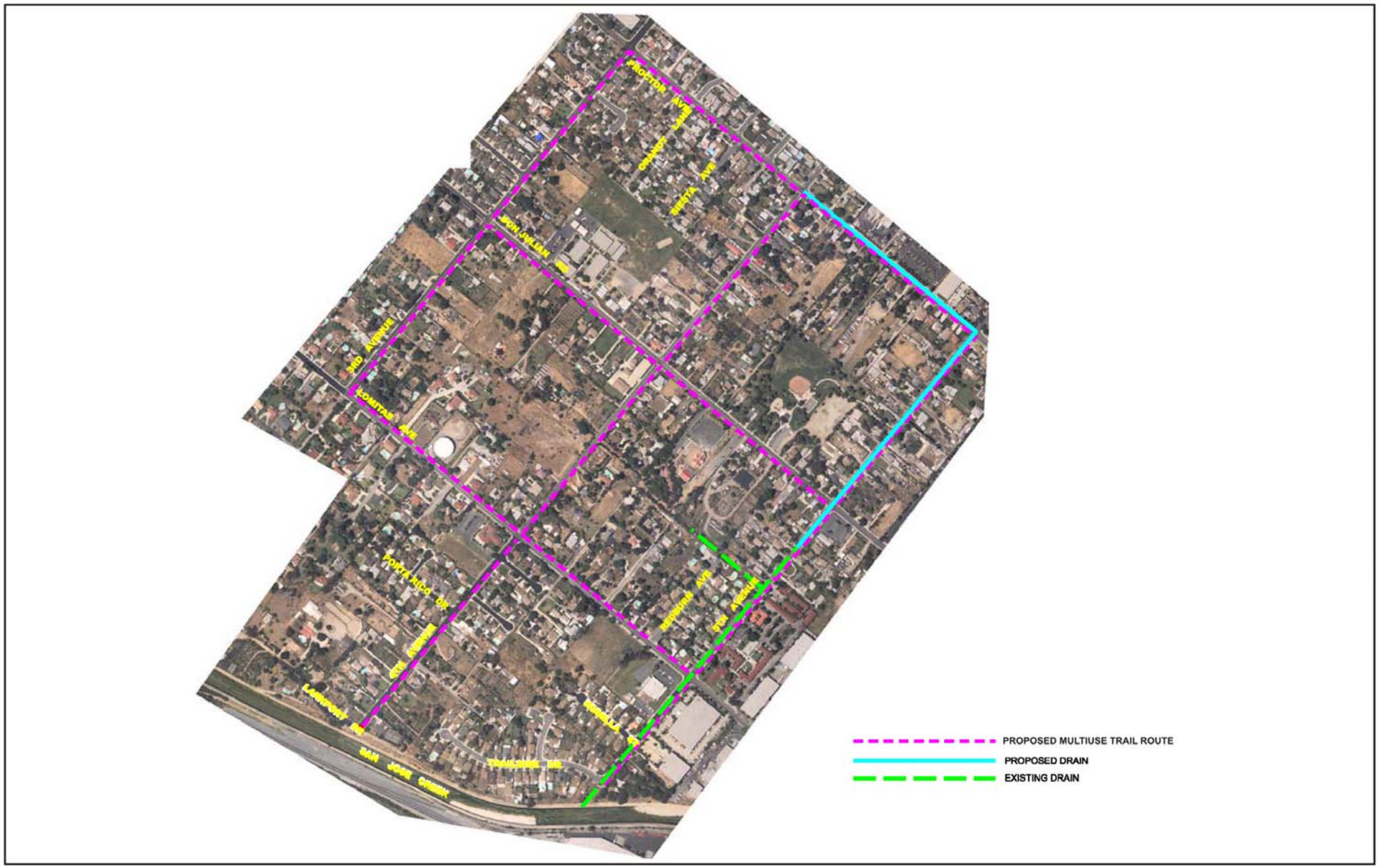
Michael Brandman Associates

NORTH

900 450 0 900 Feet

34320002 • 12/2008 | 2_local_aerial.mxd

LOS ANGELES COUNTY • AVOCADO HEIGHTS MULTIUSE TRAIL PROJECT



NORTH

Not to scale

Michael Brandman Associates

34320002 • 06/2009 | 3_site_plan.cdr

Exhibit 3
Site Plan

LOS ANGELES COUNTY • AVOCADO HEIGHTS MULTIUSE TRAIL PROJECT

SECTION 2: ENVIRONMENTAL CHECKLIST

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Aesthetics *Would the Project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
2. Agriculture Resources *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.* *Would the Project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
3. Air Quality *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.* *Would the Project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?	☐	☐	☒	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
f) Comply with the provisions of an adopted Greenhouse Gas Reduction Plan or Strategy? If no such Plan or Strategy is applicable, would the project significantly hinder or delay California's ability to meet the reduction targets contained in AB 32?	☐	☐	☒	☐
4. Biological Resources *Would the Project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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 wildlife nursery sites?	☐	☐	☐	☒

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
5. Cultural Resources *Would the Project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
6. Geology and Soils *Would the Project:*				
a) Expose people or structures to 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?	☐	☐	☒	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial 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?	☐	☐	☐	☒
7. Hazards and Hazardous Materials *Would the Project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☒	☐
f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒
8. Hydrology and Water Quality *Would the Project:*				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) 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?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
9. Land Use and Planning *Would the Project:*				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☒
10. Mineral Resources *Would the Project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
11. Noise *Would the Project result in:*				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	☐	☐	☒	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 expose people residing or working in the Project area to excessive noise levels?	☐	☐	☐	☒
f) For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☐	☒
12. Population and Housing *Would the Project:*				
a) Induce substantial 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 housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
13. Public Services *Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☐	☒
14. Recreation				
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?	☐	☐	☐	☒

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Transportation/Traffic *Would the Project:*				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	☐	☐	☐	☒
16. Utilities and Service Systems *Would the Project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) 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?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
17. Mandatory Findings of Significance				
a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?	☐	☐	☒	☐
c) Does the Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Environmental Factors Potentially Affected					
The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.					
☐	Aesthetics	☐	Agriculture Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology / Soils
☐	Hazards / Hazardous Materials	☐	Hydrology / Water Quality	☐	Land Use / Planning
☐	Mineral Resources	☐	Noise	☐	Population / Housing
☐	Public Services	☐	Recreation	☐	Transportation / Traffic
☐	Utilities / Services Systems	☐	Mandatory Findings of Significance		

Environmental Determination

On the basis of this initial evaluation:

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

☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

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

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

Signed Sarah D. Scott Date July 15, 2009

SECTION 3: DISCUSSION OF ENVIRONMENTAL EVALUATION

1. Aesthetics

Would the Project:

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

No Impact. The County's General Plan does not identify scenic vistas as occurring within the vicinity of the Project site. The site is surrounded by residential and industrial uses. The project proposes to construct 3.6 miles of multiuse trails along 3rd, 4th, and 5th Avenues, Proctor Avenue, Lomitas Avenue, and Don Julian Road. The storm drain component of the project would occur below the ground surface and would not affect scenic vistas. Since there are no scenic vistas in the vicinity of the project site, and because the Project will not affect distant scenic vistas, no impacts associated with scenic vistas would occur.

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

No Impact. The County's General Plan does not identify scenic highways or historical resources in the vicinity of the project site. The project would occur within an existing community consisting of primarily residential land uses. There are no natural rock outcroppings or any other unique and scenic natural features within or adjacent to the project site. The storm drain component of the project would occur below the ground surface and would not affect scenic resources. Therefore, no impacts to scenic resources, including trees and rock outcroppings, would occur.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Less Than Significant Impact. The project would occur within a primarily residential community. The project would be consistent with the County's General Plan land use and zoning designations for the site. Additionally, the proposed Project has been designed to blend in with existing development along the trail alignment in order to enhance the visual character of the site and surrounding area.

The project would result in the removal of certain private decorative installations along the project alignment that conflict with the proposed multiuse trail. This includes fencing, mailboxes, and landscaping features. These improvements will be removed, as needed, by the property owner where such improvements conflict with the proposed trail

and encroach onto the existing County ROW. If necessary, the Public Works Department would remove the encroachments. The removal of such improvements would affect the visual quality of the project area when compared to the existing condition. However, it is expected that the removed improvements would be replaced by home owners along the project alignment on their property outside of the County ROW. Additionally, the installation of the improved multiuse trail would result in an overall improvement in the visual quality of the neighborhood despite the removal of certain decorative improvements.

The construction of the proposed project would result in the removal of trees along the project alignment, where such trees would interfere with the construction and/or operation of the proposed multiuse trail. The removal of trees would result in a change to the visual character of the project site, in particular along 3rd street where up to 25 trees may be removed. However, when considered in relation to the construction of a multiuse trail, which would provide an aesthetic benefit to the visual environment to the project area, the removal of the trees would not substantially degrade the visual character of the project area. Therefore, impacts associated with the removal of trees within the project area would result in a less than significant impact associated with this issue.

The storm drain improvements associated with the proposed Project would be installed below the ground surface and would not result in permanent impacts to the visual quality of the project area.

Impacts on the existing visual character or quality of the site and its surroundings would be less than significant.

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

No Impact. The project proposes to construct 3.6 miles of multiuse trails along 3rd, 4th, and 5th Avenues, Proctor Avenue, Lomitas Avenue, and Don Julian Road. There is no lighting associated with the proposed project. A decomposed granite surface will be installed along the trail and would not result in significant impacts associated with glare. Additionally, the storm drain improvements associated with the Project would occur below the ground surface and would have no impacts related to light and glare. Therefore, no impacts related to light and glare would occur.

2. Agricultural Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997)

prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:

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

No Impact. The Project site is not located on land that is designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As a result, no impacts will occur.

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

No Impact. No Williamson Act contract exists on the project site. The project would be implemented along roadways within a primarily residential community. Therefore, no associated agricultural impacts would occur.

c) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?*

No Impact. The project site and surrounding areas are developed with primarily residential and industrial uses, and are not currently used as farmland. The proposed project would not result in the direct or indirect conversion of Farmland to non-agricultural uses. Therefore, no such impacts will occur.

3. Air Quality

Air Quality Analysis Report Summary

The following is a summary of the Air Quality Analysis Report, to be used in responding to CEQA questions 3 (a) through (d). The Air Quality Analysis Report is contained in Appendix A of this IS/ND. The proposed project is located in east Los Angeles County, which is part of the South Coast Air Basin (SoCAB). SoCAB is regulated by the South Coast Air Quality Management District (SCAQMD). The South Coast Air Basin is in nonattainment for ozone and particulate matter (PM_{10} and $PM_{2.5}$), which means that concentrations of those pollutants exceed the ambient air quality standards for those pollutants. Ambient air quality standards for criteria pollutants are set by the U.S. Environmental Protection Agency and the California Air Resources Board (ARB) to protect the health of sensitive individuals. Criteria pollutants include ozone, PM_{10}, $PM_{2.5}$, carbon monoxide (CO), nitrogen dioxide, lead, and sulfur dioxide. Ozone is formed through reactions of volatile organic compounds (VOCs), nitrogen oxides (NO_x), and sunlight.

Construction of the proposed project would result in temporary pollutant emissions. Table 1 provides the emissions during construction of the project. As shown in the table, emissions do not exceed the regional significance thresholds and are therefore less than significant.

Table 1: Regional Short Term Pollutant Emissions

Source	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Demolition - removal of sidewalks and portions of streets	1.27	8.22	5.95	0.00	0.65	0.59
Trenching - minor trail area excavation and trenching for storm drain	2.22	18.97	9.48	0.00	0.94	0.86
Construction - install new sidewalks, gutters, and driveway aprons, installation of storm drain	5.04	27.92	27.54	0.03	1.84	1.63
Grooming of trail surface and import of material	4.47	42.34	20.52	0.02	5.40	2.58
Maximum Daily Emissions	**5.04**	**42.34**	**27.54**	**0.03**	**5.40**	**2.58**
Significance Threshold	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Note:
The maximum daily emissions refer to the maximum emissions that would occur in one day; it was assumed that the grading activities do not occur at the same time as the other construction activities; therefore, their emissions are not added together.
VOC = volatile organic compounds NOx = nitrous oxides CO = carbon monoxide
SO_x = sulfur oxides PM_{10} and $PM_{2.5}$ = particulate matter
Source: Michael Brandman Associates (MBA) Air Quality Analysis Report, 2009.

Table 2 shows the onsite emissions, which are compared with the SCAQMD localized significance thresholds. As shown in the table, onsite emissions do not exceed the thresholds.

Table 2: Localized Significance Analysis (Construction)

Activity	Onsite Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Demolition	8.15	4.78	0.64	0.59
Trenching	18.90	8.32	0.93	0.86
Construction	17.35	11.50	1.28	1.17
Fine Grading	26.46	12.98	4.64	1.92
Maximum Daily Emissions	**26.46**	**12.98**	**4.64**	**1.92**
Localized Significance Threshold	121	1031	7	5

Activity	Onsite Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Exceed Threshold?	No	No	No	No
Note: Each of the above activities does not occur at the same time; therefore, the maximum daily emissions represent the maximum emissions that would occur in one day. Source: MBA Air Quality Analysis Report 2009.				

Operational activities of the project would result in air pollutant emissions. The SCAQMD has published regional thresholds for pollutant emissions. These thresholds are provided in Table 3 below. Fugitive dust from the trail surface and emissions from trail maintenance are the sources of air pollutant emissions from use of the proposed trail. URBEMIS 2007 was used to estimate the emissions created during trail maintenance. Table 3 below contains the estimated air pollutant emission from the operation of the proposed trail.

Table 3: Regional Long Term Pollutant Emissions

Source	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Trail Fugitive Dust (Recreational use and wind erosion)	0.00	0.00	0.00	0.0	2.10	0.42
Maintenance	0.97	6.92	4.42	0.0	0.37	0.33
Total (Maximum daily)	**0.97**	**6.92**	**4.42**	**0.0**	**2.47**	**0.75**
Significance Threshold	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No
VOC = volatile organic compounds NOx = nitrous oxides CO = carbon monoxide SOx = sulfur oxides PM_{10} and $PM_{2.5}$ = particulate matter Source: MBA Air Quality Analysis Report, 2009.						

Would the Project:

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

Less Than Significant Impact. The applicable air quality plan for the project area is the 2007 Air Quality Management Plan (2007 AQMP). The 2007 AQMP was developed in coordination with regional counties (Los Angeles, Orange, Riverside, and San Bernardino) and the Southern California Association of Governments (SCAG). The 2007 AQMP accounts for projections of population growth, as well as vehicle travel data (such as vehicle miles traveled [VMT]) provided by SCAG). It also identifies strategies to bring regional emissions into compliance with federal and State air quality standards. Because population growth and VMT projections are the basis of the 2007 AQMP

strategies, a project would conflict with the plan if it results in more growth or VMT relative to the plan's projections.

The proposed project is the construction of a multiuse trail. The project includes fine grading and the use of heavy equipment. Only short-term temporary air quality impacts associated with project construction are anticipated. The proposed project would not increase population or VMT.

As shown in the Air Quality Analysis Report (Appendix A and summarized herein), emissions during construction and operation would also be under the SCAQMD regional thresholds. The project would also comply with all applicable rules and regulations in the 2007 AQMP.

The proposed project would not conflict with or obstruct the implementation of the 2007 AQMP. This impact is considered less than significant.

b) *Violate any air quality standard or contribute substantially to an existing or Projected air quality violation?*

Less Than Significant Impact. The project is contained within the South Coast Air Basin (SoCAB), which is in nonattainment for PM_{10}, $PM_{2.5}$, and ozone. Levels of PM_{10} and $PM_{2.5}$ are locally high enough that contributions from new sources may add to the concentrations of those pollutants and contribute to a projected air quality violation. Although background levels of ozone are high in the Basin, the project alone (without other cumulative sources) would not contribute substantially to a projected air quality violation of ozone. The project cumulative contribution of VOC and NOx emissions (ozone precursors) to ozone concentrations are discussed in Cumulative Impacts below.

The localized significance analysis for construction (Table 2) uses thresholds that represent the maximum emissions for a project that would not cause or contribute to an exceedance of the most stringent applicable national or State ambient air quality standard. The Localized Significance Thresholds (LSTs) are specific to the project site, contained within a defined source receptor area. If the project results in emissions that do not exceed those thresholds, it follows that the project would not cause or contribute to a local exceedance of the standard. The localized significance analysis for construction contained in the Air Quality Analysis Report (Appendix A) and summarized previously demonstrates that without mitigation, the project would not exceed the localized thresholds for CO, nitrogen dioxide, PM_{10}, or $PM_{2.5}$. Emissions of pollutants during operation are also not high enough to violate any air quality standard or contribute substantially to an existing or projected air quality violation. This impact would be considered less than significant.

c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?*

Less Than Significant Impact. In accordance with CEQA Guidelines 15130(b), this analysis of cumulative impacts incorporates a summary of projections. The following approach is utilized to assess cumulative air quality impacts.

1. Consistency with the regional thresholds for nonattainment pollutants;
2. Project consistency with existing air quality plans;
3. Assessment of the cumulative health effects of the pollutants; and
4. The potential of project emissions of greenhouse gases to increase cumulative ozone concentrations.

Consistency With Regional Thresholds

If an area is in nonattainment for a criteria pollutant, then the background concentration of that pollutant has historically been over the ambient air quality standard. It follows that if a project exceeds the regional threshold for a nonattainment pollutant, then it would result in a cumulatively considerable net increase of the pollutant and result in a significant cumulative impact.

The SoCAB is in nonattainment for PM_{10}, $PM_{2.5}$, and ozone. Therefore, if the project exceeds the regional thresholds for PM_{10}, or $PM_{2.5}$, then it contributes to a cumulatively considerable impact for those pollutants. Additionally, if the project exceeds the regional threshold for NOx or VOC, then it follows that the project would contribute to a cumulatively considerable impact for ozone.

The regional significance analysis of construction emissions demonstrated that without mitigation, emissions would be under the regional significance thresholds. Therefore, the project has a less than significant impact according to this criterion.

Consistency With Air Quality Plans

The SoCAB forms the geographic boundary for cumulative criteria pollution from air quality impacts. The Basin is the area in which the air pollutants generated by the sources within the Basin circulate and are often trapped. The SCAQMD is required to prepare and maintain an AQMP and a State Implementation Plan (SIP) to document the strategies and measures to be undertaken to reach attainment of ambient air quality standards. While the SCAQMD does not have direct authority over land use decisions, it

is recognized that changes in land use and circulation planning are necessary to maintain clean air. The SCAQMD evaluated the entire Basin when it developed the AQMP.

According to the analysis provided for CEQA threshold 3(a), the Project is consistent with the most recent AQMP. Therefore, the project would have a less than significant impact according to this criterion.

Cumulative Health Effects

The SoCAB is in nonattainment for ozone, PM_{10}, and $PM_{2.5}$, which means that the background levels of these pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (i.e., elderly, children, and the sick). Therefore, when the concentration of these pollutants exceeds the standard, it is likely that some sensitive individuals in the population will experience health effects. Health effects are influenced by dose and response. Concentration of the pollutant in the air (dose), the length of time exposed, and the response of the individual are factors involved in the severity and nature of health impacts. If a significant health impact were to result from project emissions, it does not mean that 100 percent of the population would experience health effects, however.

The regional analysis of construction emissions indicates that emissions are below the regional significance thresholds. Therefore, it is anticipated that the project would not result in cumulative health impacts. Therefore, the project would have a less than significant impact according to this criterion.

Cumulative Ozone Impact from Greenhouse Gases

Assembly Bill (AB) 32 indicates that "the potential effects of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the State from the Sierra snow pack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidence of infections, disease, asthma, and other health-related problems" (AB 32, Section 38501[a]).

Higher temperatures resulting from climate change are expected to increase the frequency, duration, and intensity of conditions conducive to air pollution formation. For example, if temperatures rise to the medium warming range, there will be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today's conditions. This is more than twice the increase expected if the rise in temperature is kept in the lower warming range (MBA 2009)

Air quality could be further compromised by increases in wildfires, which emit fine particulate matter that can travel long distances depending on wind conditions. Recent analysis suggests that if heat-trapping gas emissions are not significantly reduced, large wildfires could become up to 55 percent more frequent toward the end of the century. (MBA 2009).

Project emissions of greenhouse gases would not cumulatively increase ozone concentrations contributing to climate change. Therefore, this impact is less than significant.

Summary

The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). The project would also not be subject to hazards from increased air pollutants from climate change. This impact would be considered less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Two situations have the potential to cause localized impacts to sensitive receptors:

1. A source of localized air pollutants is proposed to be located near existing or planned sensitive receptors; or
2. A sensitive receptor land use is proposed near an existing or planned source of localized air pollutants

Land uses such as hospitals, convalescent centers, schools, senior centers, and day care facilities are considered sensitive air quality receptors. People associated with these land uses have a higher sensitivity than the general public to poor air quality due to their increased susceptibility to respiratory ailments. Residential areas are more sensitive to air quality conditions than commercial or industrial areas because of the longer period of time people spend in a residence with greater exposure to ambient air quality conditions. The project area is located within a residential development.

The localized significance analysis for construction uses thresholds that represent the maximum emissions for a project that will not cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area. The thresholds are also based on the location of the sensitive receptors. If the project results

in emissions under those thresholds, it follows that the project would not cause or contribute to an exceedance of the standard. If the standards are not exceeded at the sensitive receptor locations, it follows that the receptors would not be exposed to substantial pollutant concentrations.

The localized significance analysis for construction demonstrated that the project would not exceed the localized thresholds for CO, nitrogen dioxide, PM_{10}, or $PM_{2.5}$. Therefore, during construction, the project would not expose sensitive receptors to substantial pollutant concentrations of CO, nitrogen dioxide, PM_{10}, or $PM_{2.5}$.

Construction equipment generates diesel particulate matter (DPM), which is identified as a carcinogen by the ARB. The State of California determined that DPM from diesel-fueled engines poses a chronic health risk with chronic (long-term) inhalation exposure. The California Office of Environmental Health Hazard Assessment recommends using a 70-year exposure duration for determining residential cancer risks (MBA 2009). Because of the short duration of construction and trail maintenance emissions, and the limited size of the project, it is highly unlikely that the project would pose a toxic risk to adjacent residents.

The project itself could be considered a sensitive land use because people utilizing the multiuse trail will be engaged in physical activity. The project is not located near a substantial pollutant emitter; therefore, the project would not expose sensitive receptors to substantial pollutant emissions. This impact is considered less than significant.

e) *Create objectionable odors affecting a substantial number of people?*

Less Than Significant Impact. Diesel exhaust and VOCs will be emitted during construction of the project, which are objectionable to some; however, emissions will disperse rapidly from the project site and therefore should not be at a level to induce a negative response. Diesel fumes and VOCs may be discernable in the immediate vicinity of construction activity, but this would be a temporary and short-term effect. All construction equipment would comply with California emissions standards. Because the proposed project would result in only a temporary and limited exposure of people to objectionable odors and would comply with state emission standards, this impact is considered less than significant.

f) *Does the project comply with the provisions of an adopted Greenhouse Gas Reduction Plan or Strategy? If no such Plan or Strategy is applicable, would the project significantly hinder or delay California's ability to meet the reduction targets contained in AB 32?*

Since Los Angeles County and SCAQMD do not have an adopted Greenhouse Gas Reduction Plan, significance will be determined by whether the project will hinder or delay California's ability to meet the reduction targets in AB 32. The following information in this section is a summary of the analysis in the Climate Change Analysis Report contained in Appendix B.

This analysis contains two components. The first component is the project inventory of greenhouse gases during construction and operation. The second component includes an analysis of whether the project incorporates all applicable and feasible mitigation. Both components are used in conjunction to determine if the project is potentially significant using the threshold provided above.

Construction Emissions

The project would emit greenhouse gases during construction of the project from combustion of fuels in worker vehicles accessing the site as well as the construction equipment. Upstream emission sources, such as excavation and transportation of gravel to be used by the project are speculative. Exhaust emissions during construction for the project were estimated using URBEMIS 2007. The emissions output was converted to metric tons of carbon dioxide equivalents ($MTCO_2e$). The estimated construction-generated greenhouse gas emissions are presented below in Table 4. Exhaust from construction equipment and worker trips would also contain minor amounts of methane and nitrous oxide, however the quantity would be negligible.

Table 4: Unmitigated Construction Greenhouse Gas Emissions

Phase	Carbon Dioxide Emissions (tons)	Emissions ($MTCO_2e$)
Demolition	6.19	5.62
Trenching	13.79	12.51
Construction	93.73	85.03
Fine Grading and Material Import	58.03	52.64
Total	**171.74**	**155.80**

$MTCO_2e$ = metric tons of carbon dioxide equivalent, converted from tons by multiplying by 0.9072 and the global warming potential of 1.
Source: MBA Climate Change Analysis Report, 2009.

As shown in the table above, construction of project would result in approximately 172 total tons of carbon dioxide, or approximately 156 $MTCO_2e$.

Operational Emissions

The project would cause greenhouse gases to be emitted from the worker trips and construction equipment involved in the maintenance of the trail. The emissions were

estimated using URBEMIS2007 (see Appendix B). The operation of the project would result in approximately 8 tons per year of carbon dioxide, or 7 $MTCO_2e$ per year.

Analysis of All Feasible and Reasonable Measures

Potential mitigation measures from the multiple documents listed below have been assessed for feasibility and applicability. As discussed in the Climate Change Analysis Report (Appendix B), the project is consistent with the applicable strategies in the ARB's Climate Change Proposed Scoping Plan. Additionally, no mitigation measures are applicable from the following documents: Office of Planning and Research (OPR) Technical Advisory, and the California Attorney General's Office Mitigation Measures.

Level of Significance

The threshold of significance used in this document does not simply evaluate if the project would result in an increase in greenhouse gas emissions. Instead, the threshold also addresses if the project would significantly hinder or delay the State's ability to meet the reduction targets contained in AB 32. This project would generate a minor amount of construction-related carbon dioxide. Construction emissions would be short term in nature and would occur before the year 2020. AB 32 requires that emissions in the State of California be reduced to 1990 levels before the year 2020. Although some greenhouse gases can remain in the atmosphere for long periods, AB 32 does not regulate concentrations. Therefore, emissions during construction are less than significant.

The project would generate a small amount of operational greenhouse gas emissions from periodic maintenance activities. The project will result in reductions in vehicle miles traveled since it provides a facility for non-motorized transportation. The project would provide recreational uses near existing residential uses, thereby potentially reducing vehicle trips and the greenhouse gas emissions associated with those trips. The project is consistent with state strategies to reduce emissions. The project would not hinder or delay California's implementation of AB 32. This impact is less than significant.

4. Biological Resources

Would the Project:

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less Than Significant Impact. The project site was visited by MBA biologists Scott Crawford and Debra De La Torre on December 4, 2008 from 10 AM to 1 PM. Weather

conditions were as follows: 64 degrees Fahrenheit with winds averaging 2 to 3 miles per hour and overcast skies. The proposed trail right-of-way was slowly driven to identify any areas of native vegetation communities and/or native trees. Plant and wildlife species observed during the survey were recorded in a field notebook and mapped on a 2006 aerial photo (see Appendix C for Biological Resources Field Notes).

Prior to conducting the survey, a review of the most current California Natural Diversity Database (CNDDB) was conducted to identify known recorded occurrences of sensitive plant and wildlife species within the vicinity of the project site. Aerial photographs were also reviewed to identify areas that may exhibit native vegetation. The proposed project footprint was overlaid onto an aerial photograph for use during the site visit.

The project site contains non-native species used for landscape purposes. The existing vegetation does not provide suitable habitat for any sensitive plant or wildlife species. Therefore, the proposed project will not have a substantial adverse effect on sensitive species identified as a candidate, sensitive, or special status species in the local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

The removal of trees on the project site would be required to comply with State of California regulations regarding nesting birds, if such tree removals are conducted during the nesting season, February 1 to August 31. With compliance with State regulations, impacts to nesting birds during tree removal activities would be less than significant.

Impact to sensitive or special status species would be less than significant.

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

No Impact. The project site contains urbanized landscape habitat with no evidence of any riparian or otherwise native habitat. Project development will have no adverse effect on riparian habitat or any other native habitats.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No Impact. The project site contains no evidence of any federally protected wetlands. Project development will have no adverse effect on wetlands.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

No Impact. The project site is located within a residential and agricultural area with no direct linkage to local or regional open space. Project development will have no adverse effect on the movement of native resident and migratory fish and wildlife species.

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

Less Than Significant Impact. A single coast live oak (*Quercus agrifolia*) was observed on the south side of Don Julian Road between 4th and 5th Avenues. The single oak tree meets the minimum Los Angeles County Oak Tree Requirements, and if impacted during construction would require a permit from the County. If the oak tree occurs within the public right of way, the County would be exempt from oak tree permitting requirements. All other trees observed within the project site are considered non-native landscape species and are not covered under the oak tree ordinance.

Several laurel sumac (*Malosma laurina*) individuals were observed on a south facing slope south of Larkport Avenue. Native plant species within natural communities are protected by Los Angeles County under the Brush and Vegetation Ordinance in Chapter 12.28 "BRUSH AND VEGETATION." Since the majority of vegetation within this portion of the project site is still considered a non-native community, impacts to a few individual native laurel sumacs are not considered adverse and are not protected under the brush and vegetation ordinance. Impact is considered less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is not contained within an existing Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The project site is not located within a Los Angeles County Significant Ecological Area or other Environmentally Significant Habitat Area.

5. Cultural Resources

Would the Project:

a) *Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

Less Than Significant Impact. The project site occurs within an existing community consisting of mostly residential land uses and has been previously disturbed. No historical resources have been identified within the project area, and no such resources would be disturbed as a result of the project. Therefore, impacts to historical resources would be less than significant.

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

Less Than Significant Impact. A records search was conducted for the proposed project (contained in Appendix D). No known archeological resources were identified on the project site. Implementation of the project would occur in areas that have been previously disturbed. Because the entire site has been previously disturbed and has a low likelihood of containing archaeological remains, impacts related to archeological resources would be less than significant.

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

Less Than Significant Impact. According to the records search conducted for the proposed project (contained in Appendix D), no known paleontological resources have been identified on the project site. The project would occur in areas that have been previously disturbed. Because the entire site has been previously disturbed and has a low likelihood of containing paleontological resources, impacts related to paleontological resources would be less than significant.

d) *Disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant Impact. No known human burial sites are located on or in the surrounding areas of the project site. In the unlikely event that human remains are encountered during project grading or other construction activities, the proper authorities would be notified, and the standard procedures for the handling of human remains in compliance with State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 would be implemented. Therefore, impacts from the proposed project would be less than significant.

6. Geology and Soils

Would the Project:

a) *Expose people or structures to 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.*

No Impact. Fault rupture occurs when an active fault displaces in two separate directions during an earthquake. Slow movement known as "fault creep" can cause displacement that results in offset or disfiguring of curbs, streets, and buildings. Concern about the growing number of structures located on or near active and potentially active faults led the state of California to enact the Alquist-Priolo Earthquake Fault Zoning Act of 1972 (renamed in 1994 as the Alquist-Priolo Earthquake Fault Zoning Act), which required the mapping of fault rupture hazard zones along active faults. Certain development projects are restricted within earthquake fault zones. The project site is not located within an Alquist-Priolo Fault Rupture Hazard Zone. The nearest potentially active fault is the Whittier Fault, located approximately 3.5 miles south of the project site. No impact would occur.

ii) *Strong seismic ground shaking?*

Less Than Significant Impact. The proposed project is located in seismically active Southern California. Future earthquakes could generate various levels of seismic ground shaking onsite, and could potentially damage and/or destroy proposed improvements. The potential severity of ground shaking depends on many factors, including distance from the originating fault, the earthquake magnitude, and the nature of the earth materials below the project site. Project implementation would result in the construction of an equestrian trail and a storm drain line; no buildings are proposed as part of the project. All construction on the site would conform to all applicable State and local building regulations, including the most recent version of the California Building Code (2007) and Los Angeles County design standards. Accordingly, compliance with building regulations would ensure that implementation of the proposed project would not result in potential substantial adverse effects, including the risk of loss, injury or death involving strong ground shaking during a seismic event. Impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. According to the County's Draft General Plan, portions of the project site may occur on land subject to the effects of liquefaction. However, no structures are proposed by the project. Compliance with all applicable building regulations would ensure that below-grade storm drain improvements, and at-grade trail and roadway improvements would not result in the risk of loss, injury or death associated with seismic ground failure.

iv) Landslides?

No Impact. Slope failures are common during strong seismic shaking in areas with significant slopes and hills. However, the project site does not propose any significant slopes and the existing slopes on the site do not have a history of past landslide activity; therefore, the potential hazard of earthquake-induced slope instability is not applicable to the project site. Accordingly, no impact to people or structures from landslides are anticipated.

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

Less Than Significant Impact. The construction of the proposed storm drain improvements would occur within existing paved roadways and would not result in soil erosion or the loss of topsoils. The proposed trail improvements would include the installation of a decomposed granite surface, which would reduce the potential for erosion of topsoil within the trail surface. As discussed in Section 8, Hydrology and Water Quality, erosion control measures would be required during construction that would ensure short-term impacts associated with erosion during construction and grading would not occur. Therefore, impacts associated with this issue would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. No existing landslides are present on or adjacent to the project site. Additionally, due to the topography of the project area, the potential for subsidence or collapse is considered low. Therefore, associated impacts are considered less than significant.

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

Less Than Significant Impact. The project site lies in an area having soils with a high rating for shrink-swell behavior. These types of soils are considered to be expansive soils which contain clay minerals that swell under wet conditions and shrink under dry conditions. The proposed project would construct an equestrian trail and a storm drain line; no buildings that could be adversely affected by expansive soils are proposed as part of the project. All construction onsite would conform to all applicable State and local building regulations, including the most recent version of the Uniform Building Code, California Building Code (2007), and Los Angeles County design standards. Accordingly, compliance with building regulations would ensure that implementation of the proposed project would not result in potential substantial adverse effects to life or property as a result of expansive soil. Therefore, impacts would be less than significant.

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?*

No Impact. Septic tanks or other alternative wastewater disposal systems will not be employed at the project site. Therefore, no impacts to soils due to the use of septic systems are anticipated.

7. Hazards and Hazardous Materials

Would the Project:

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

Less Than Significant Impact. The proposed project consists of reducing roadway widths, constructing a 3.6 mile multiuse trail, and installing subsurface storm drain improvements. The project will require the demolition of private fencing and landscaping improvements, which will require the transport and disposal of building materials. However, the building materials associated with the onsite fencing and improvements are not likely to contain hazardous materials. Compliance with all local, State, and federal regulations during demolition, transportation, and disposal of the building materials would ensure that impacts related to this issue would be less than significant.

The project would not involve the routine transport, use or disposal of hazardous materials during operation. Therefore, impacts are considered less than significant.

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

Less Than Significant Impact. Although some hazardous materials may be used during construction, the multiuse trail and storm drain lines that are proposed as part of the project are not expected to employ the use of hazardous materials during long-term operation in sufficient quantity and concentrations to pose a significant hazard to the public or the environment. Use of any hazardous materials during construction activities would be conducted in compliance with all applicable federal, State, and local regulations. Therefore, impacts related to reasonable foreseeable upset and accident conditions involving the release of hazardous materials would be less than significant.

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

Less Than Significant Impact. The project site is located within one-quarter mile from Don Julian Elementary School. Although some hazardous materials may be used temporarily during construction, the proposed multiuse trail and storm drain improvements are not expected to employ the use of hazardous materials during its long-term operation in sufficient quantity and concentrations to pose a significant hazard to the public or the environment. Use of any hazardous materials during construction activities would be conducted in compliance with all applicable federal, State, and local regulations. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. The project site is not listed by the California Environmental Protection Agency as a hazardous site under Government Code Section 65962.5. A site records search about past and present hazardous materials releases onsite does not indicate any past or current hazards to the public or the environment at the project site. Therefore, impacts are anticipated to be less than significant.

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 for people residing or working in the Project area?*

Less Than Significant Impact. The nearest airport to the project site is El Monte Airport, located approximately 4.0 miles northwest of the site. Additionally, Ontario

International Airport is located approximately 22.0 miles east of the site. Because the project does not propose any structures, residents or employees would not be added to the project area. As such, the project would not result in a safety hazard associated with nearby airports.

f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?

No Impact. The project site is not located within the vicinity of a private airstrip. Therefore, the proposed project will not create related safety hazards. No impacts regarding this issue would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The project would not interfere with the County's emergency response or evacuation plans. The reductions in the street widths associated with the project would conform to County design standards for residential roadways, ensuring that the changes would not adversely affect emergency response or evacuation plans. Additionally, project plans are required to be reviewed by emergency responders (Los Angeles County Police and Fire Departments) in order to ensure that the project would not interfere with emergency response and/or evacuation plans. Therefore, no impacts are anticipated.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project would construct a multiuse trail and storm drain improvements in an existing, mostly residential community. The project would not construct any structures, nor would it affect the risk of loss, injury, or death involving wildland fires associated with the existing structures in the project area. Accordingly, no impacts associated with wildland fires would occur as a result of the project.

8. Hydrology and Water Quality

Would the Project:

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. The project site currently conveys storm water to the existing Los Angeles County storm drain system. Storm flows from the site outlet to the

San Jose Creek, a tributary to the San Gabriel River, which eventually discharges to the Pacific Ocean.

During construction, the project would be required to comply with all applicable federal, State and local regulations related to stormwater. Adherence to these regulations would ensure that during construction, the project would implement measures that would ensure no significant impacts related to stormwater quality would occur.

During operation of the multiuse trail, storm flows would drain from the trail into the public street system, where the existing and proposed storm drain system would collect the runoff. The trail has been designed with materials that would reduce the likeliness that excessive erosion would occur during rain events. Additionally, regular maintenance of the trail by the Los Angeles County Department of Parks and Recreation would ensure that animal waste would be collected in a timely manner, reducing the likeliness that excessive amounts of animal waste would be conveyed to the storm drain system during rain events.

The installation of the underground storm drain system would include the installation of catch basins, in order to remove trash and debris from runoff flows. The construction of the storm drain system in accordance with County Department of Public Works design standards would ensure that the storm drain improvements would not contribute a significant amount of pollutants to the municipal storm drain system. Therefore, impacts associated with this issue would be less than significant.

b) *Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?*

Less Than Significant Impact. The project would result in the roadway width reductions within the project area, which would remove impermeable surfaces. The project would also install a multiuse trail, which would consist of materials that would allow some degree of water infiltration. Because the project would not increase the amount of impermeable surfaces on the site that would decrease groundwater recharge, impacts associated with this issue would be less than significant.

c) *Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

Less Than Significant Impact. The project proposes to construct underground storm drain improvements that would decrease the likeliness of flooding within the project area. As such, the improvements would reduce the instances of erosion or siltation from the site. Therefore, impacts associated with erosion or siltation would be less than significant.

d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

Less Than Significant Impact. The project proposes to construct underground storm drain improvements that would convey runoff from the site into the existing storm drain system, which eventually flows to San Jose Creek. The storm drain improvements are designed to reduce instances of flooding in the Avocado Heights community, and therefore would reduce the potential for flooding. San Jose Creek is capable of accommodating all runoff from the project. The project would also result in roadway width reductions, which would reduce the amount of impermeable surfaces that occur on the site, thereby providing a slight reduction in the runoff volumes and the rate at which storm water flows from the site during rain events. As such, impacts associated with this issue would be less than significant.

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

Less Than Significant Impact. The project proposes to construct underground storm drain improvements that would convey runoff from the site into the existing storm drain system, which eventually flows to San Jose Creek. The existing storm drain system and San Jose Creek has the capacity to accept all runoff from the project area after buildout of the project. As stated previously, the project would not convey substantial additional sources of polluted runoff. Therefore, impacts associated with this issue would be less than significant.

f) *Otherwise substantially degrade water quality?*

Less Than Significant Impact. The project proposes to construct underground storm drain improvements that would convey runoff from the site into the existing storm drain system, which eventually flows to San Jose Creek. As described above, the multiuse trail would be designed to reduce erosion. Additionally, the proposed storm drain improvements would be designed to remove trash and debris from stormwater flows that exit the site. The design of the project, as well as compliance with all applicable federal,

State, and local regulations would ensure that issues related to water quality would be less than significant.

g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact. The project does not include the construction of housing or any other structures.

h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

No Impact. The proposed project does not propose any structures that would impede or redirect flows. The proposed storm drain improvements would reduce the likeliness of localized flooding in the project area, thereby ensuring that no impacts would occur as a result of the project.

i) *Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

No Impact. The proposed multiuse trail and storm drain improvements will not expose people or structures to a risk of loss related to the failure of a levee or dam. No impacts would occur.

j) *Inundation by seiche, tsunami, or mudflow?*

No Impact. The project site would not occur in an area where inundation from seiche, tsunami, or mudflow would occur. Accordingly, no impacts would occur.

9. Land Use and Planning

Would the Project:

a) *Physically divide an established community?*

No Impact. The proposed project involves roadway width reductions, the construction of a multiuse trail, and improvements to the existing storm drain system in the project area. The project would occur within an established community consisting of mostly residential land uses. The subsurface storm drain line proposed by the project would not physically divide the community. Additionally, the effect of roadway width reductions and the installation of a multiuse trail would serve to facilitate recreational activities, particularly equestrian travel, within the community, to, and from the nearby San Jose

Creek trail and Avocado Heights Park. Therefore, the proposed project would not result in a physical division of the existing community and no impacts associated with this issue would occur.

b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

No Impact. According to the County's General Plan and Zoning Ordinance, the project area is designated as "Light Agriculture," and "Single-Family Residence," respectively. The proposed project would not conflict with zoning or General Plan land use designations for the site. In addition, the proposed project is consistent with the Avocado Heights Community Standards identified in the County's Zoning Ordinance. Therefore, no impacts are anticipated.

c) *Conflict with any applicable habitat conservation plan or natural communities conservation plan?*

No Impact. The project would occur within a developed community consisting of mostly residential land uses, and is not located within the boundaries of a habitat conservation plan or natural communities conservation plan. Therefore, the proposed project will not conflict with the provisions of any adopted conservation plans, and no impacts would occur.

10. Mineral Resources

Would the Project:

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

No Impact. Mineral extraction activities are not present on site. Both the project site and the surrounding area are not identified as sources of important mineral resources. Therefore, no impacts on mineral resources are anticipated.

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

No Impact. No locally-important mineral resource recovery sites are located on or near the project site. Therefore, no adverse impacts to the availability of locally-important mineral resources are anticipated.

11. Noise

Would the Project result in:

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less Than Significant Impact. The project is located along 3rd, 4th, and 5th Avenues, Proctor Avenue, Lomitas Avenue, and Don Julian Road in Avocado Heights, an unincorporated area of Los Angeles County. Land uses along the subject roadways primarily consist of residential uses, and to a lesser extent, commercial business, and public uses. As explained in impact 11 (c) below, the project would not result in long-term noise exposure, but would result in short-term noise exposure associated with project development. Existing noise in the project area is primarily generated by traffic along project streets.

Noise control is achieved in Los Angeles County through the County's Noise Control Ordinance (Title 12 of the County Code). The County is in the process of updating its General Plan. Both the current General Plan, adopted in 1980, and the Draft General Plan reflect Title 12 and were reviewed to determine project compliance with General Plan Policies and Noise Ordinances.

The Draft General Plan recognizes the importance of protecting sensitive receptors from excessive noise and identifies elderly persons and children as two examples. Schools, churches, libraries, hospitals, parks, and, in general, areas where people might gather or live and be exposed to prolonged noise exposure, are also considered sensitive receptors. There are several sensitive receptors located along project streets, including residences. Most residential properties are located approximately 5 to 10 feet from the road, which is the extent of construction. There is one school located along project streets, Don Julian Elementary School at 13855 Don Julian Road, and one church, Latin American Bible Institute, located at 14209 Lomitas Avenue at the intersection of 5th Avenue. Both the school and church are located approximately 30 feet from the road, which is the extent of construction.

Construction noise represents a short-term increase in ambient noise levels. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, the sensitivity of nearby land uses, and the timing and duration of the construction activities.

Short-term noise impacts could occur during construction activities either from the noise impacts created from the transport of workers and movement of construction materials to

and from the project site, or from the noise generated onsite during demolition, ground clearing, excavation, grading, dredging, and construction activities. Construction activities associated with the proposed project would include the removal and replacement of existing curbs, gutters, and sidewalks along project streets, a reduction in roadway width, the construction of the multiuse trail, and the placement of storm drain lines beneath the roadways. Table 5 lists typical construction equipment noise levels for equipment that would be used during construction of the proposed project.

Table 5: Noise Associated with Typical Construction Equipment

Construction Phases	Maximum Noise Levels Measured (dBA at 50 feet)
Grading	89
Backhoe	90
Pneumatic tools	88
Air compressor	86
Crane	83
Plate compactor	89
Concrete vibrator	85
Trucks	87
Source: Federal Transit Administration, 1995.	

Chapter 12.08.570 of the County's Noise Control Ordinance exempts construction activities from Exterior Noise Standards, but regulates them through Chapter 12.08.440 and Chapter 12.12.030, the provisions of which are summarized below.

Chapter 12.08.570 prohibits the operation of any tools or equipment used in construction between weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or Holidays. It identifies maximum noise levels from nonscheduled construction activities at affected structures. As construction of the proposed project would be scheduled within permitted hours, these maximum noise levels listed in Chapter 12.008.570 would not apply to the proposed project.

Chapter 12.08.440 states that at business structures, the maximum noise level for nonscheduled short-term operation of mobile equipment is 85 dBA daily, and that all mobile or stationary internal-combustion-engine powered equipment or machinery shall be equipped with suitable exhaust and air-intake silencers in proper working order. As construction of the proposed project would be scheduled within permitted hours, these maximum noise levels listed in Chapter 12.08.440 would not apply to the proposed project.

Chapter 12.08.440 also identifies maximum noise levels for residential uses from stationary equipment. There are no noise sources associated with construction of the project that would be considered stationary sources, and therefore these maximum noise levels would not apply to the proposed project.

Except as otherwise provided for, on Sundays or at any other time between the hours of 8:00 p.m. and 6:30 a.m. the following day, Chapter 12.12.030 prohibits construction, repair, or earth moving activities, which entail the use of power tools, or machinery that might disturb a person's sleep.

The project would comply with all provisions of the County's Noise Ordinance, and would therefore not expose persons to or generate noise levels in excess of County standards. Impacts would be less than significant.

b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact. There would be no sources of operational vibration, but project construction would result in vibration. Peak particle velocity (PPV) relates to the maximum instantaneous peak of the vibration signal and is often used in measuring the magnitude of vibration. Scientific studies have shown that human responses to vibration vary by the source of vibration: continuous or transient. Continuous sources of vibration include construction, while transient sources include truck movements. Generally, the thresholds of perception and annoyance are higher for transient sources than continuous sources. Table 6 shows PPV levels for continuous and transient sources and the associated human response.

Table 6: Vibration Levels and Human Response

Peak Particle Velocity (inches/second)		Human Response
Continuous	Transient	
0.40	2.00	Severe
0.10	0.90	Strongly perceptible
0.04	0.25	Distinctly perceptible
0.01	0.04	Barely perceptible
Source: California Department of Transportation, 2004.		

Construction activities can produce vibration that may be felt by adjacent uses. The primary sources of vibration during construction would be from bulldozers, backhoes, crawler tractors, and scrapers. A vibratory roller would produce the greatest amount of vibration on the project site during typical construction activities, with a 0.210 PPV at 25

feet. Chapter 12.08.560 of the Noise Control Ordinance prohibits operating or permitting a device that creates vibration which is above the vibration perception of any individual 150 feet from the source when the source is located on a public right-of-way.

A vibratory roller would produce a 0.03 PPV at 150 feet. This level of vibration is lower than the threshold of distinctly perceptible and would therefore not cause a significant impact to adjacent users.

In general, construction machinery such as pile-drivers can cause excessive groundborne vibration. As stated above, construction activities would be typical and would not necessitate the use of construction machinery that would cause excessive groundborne vibration that exceeds city standards. Construction of the proposed project would not include the use of pile drivers. Refer to Table 5 for typical construction equipment noise levels for equipment that would be used during construction of the proposed project. Impacts would be less than significant.

c) *A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Less Than Significant Impact. The project proposes the construction of multiuse trails along existing roadways for use by pedestrians, equestrians, and possibly bicyclists, and the placement of storm drain lines beneath the roadways. These uses do not generate substantial noise levels and would not significantly increase ambient noise levels above existing roadway noise levels. Maintenance activities would be conducted periodically along the trail. Maintenance activities would be minimal and would consist primarily of animal waste cleanup. No heavy equipment is expected to be used during maintenance activities. In addition, maintenance activities on a public ROW would fall under the category of Public Health and Safety Activities, which are exempt under Chapter 12.08.570 of the County's Noise Ordinance. The project would not result in a substantial increase in ambient noise levels. Impacts would be less than significant.

d) *A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Less Than Significant Impact. As explained in impact 11(a), the project would result in a temporary increase in ambient noise levels resulting from construction activities associated with project development. Construction activities would be performed in compliance with all applicable County Codes, which would ensure that temporary construction impacts would be less than significant.

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 expose people residing or working in the Project area to excessive noise levels?*

No Impact. The project is not located within the boundaries of any airport land use plan. The closest airport is the El Monte Airport, which is approximately 4 miles northwest of the project. Therefore, the project would not expose people residing or working in the project area to excessive noise levels associated with an airport.

f) *For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?*

No Impact. There are no private airstrips in the vicinity of the project, as such, the project would not expose people residing in or working in the project area to excessive noise levels associated with an airstrip.

12. Population and Housing

Would the Project:

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

No Impact. The proposed project involves roadway width reductions, the construction of a multiuse trail, and improvements to the existing storm drain system in the project area. The project area is already developed with an existing community consisting of mostly residential land uses. Operation of the proposed project would not induce substantial population growth in the area. Rather, the project would facilitate recreational opportunities for existing residents and implement needed storm drain improvements for the existing community. Therefore, no impacts are anticipated.

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

No Impact. Although the proposed project would result in the removal of certain private improvements along the trail alignment that have encroached onto the County's ROW, no residential structures are proposed to be demolished as part of the project. The project will not result in displacement of existing housing or the construction of replacement housing. Therefore, no impacts are anticipated.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact. As discussed previously, no housing would be removed from the project site, and the project would not result in the need to construct replacement housing. Therefore, no impact related to this issue would occur.

13. Public Services

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

a) *Fire protection?*

Less Than Significant Impact. The Los Angeles Fire Department (LACFD) provides fire protection to the unincorporated area of Avocado Heights. The subsurface storm drain improvements and above ground roadway width reductions and trail improvements would not create a risk for structure or wildland fires. The roadway width reductions would be consistent with Los Angeles County General Plan roadway design standards for the associated roadways, and therefore would not affect the response times for LACFD. Existing fire hydrants along the project alignment would not be removed or otherwise affected. Additionally, the project plans would be subject to review by LACFD to ensure that impacts to fire protection services would be less than significant. Therefore, impacts associated with this issue would be less than significant.

b) *Police protection?*

Less Than Significant Impact. The Los Angeles County Sherriff's Department provides police protection services to the project area. The subsurface storm drain improvements associated with the proposed project would not affect police protection service in the area. The installation of a multiuse trail and sidewalks within the project area would result in the removal of equestrian and pedestrian activities from the existing roadway system, thereby reducing conflicts with vehicular traffic. The roadway width reductions would be consistent with the Los Angeles County General Plan roadway design standards for the associated roadways, and therefore would not affect the response times for the Sheriff's Department. Additionally, the project plans would be subject to review by the Sheriff's Department to ensure that impacts to police protection services

would be less than significant. Therefore, impacts associated with this issue would be less than significant.

c) Schools?

No Impact. No residential units are proposed as part of the project, and the project would not contribute to additional development in the area. No new demand on schools would be generated by the proposed project. Therefore, the project would not generate school-age children and no impacts associated with schools would occur.

d) Parks?

Less Than Significant Impact. The proposed project involves the construction of a 3.6-mile multiuse trail in the unincorporated area of Avocado Heights. Avocado Heights Park is located within the project area at 14105 Don Julian Road. This park contains a public equestrian arena, exercise and fitness stations, multiuse field, children's playground, picnic areas, and rest rooms. In the existing condition, equestrian users in the community travel between private residences and Avocado Heights Park by using the paved streets. It is anticipated that that the multiuse trail would facilitate safe passage for the continued use of Avocado Heights Park by residents of the community, but would not increase demand on the park. Additionally, the installation of the proposed storm drain improvements would not affect the park facilities. Therefore, impacts related to parks are anticipated to be less than significant.

e) Other pubic facilities?

No Impact. The proposed project will cater to the existing residents of Avocado Heights and will not require the use of public facilities, such as additional library and hospital services to a degree that would result in any impacts, As a result, no impacts are anticipated.

14. Recreation

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?

Less Than Significant Impact. The proposed project involves the construction of a 3.6-mile multiuse trail in the unincorporated area of Avocado Heights. Avocado Heights Park is located within the project area at 14105 Don Julian Road. This park contains a public equestrian arena, exercise and fitness stations, multiuse field, children's

playground, picnic areas, and rest rooms. It is anticipated that residents of the community would use the proposed multiuse trail to access the neighborhood Avocado Heights Park. However, implementation of the multiuse trail is not anticipated to increase demand such that substantial physical deterioration of the neighborhood park facilities would occur. Therefore, impacts would be less than significant.

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?*

No Impact. The project proposes to construct a 3.6-mile multiuse trail in the unincorporated area of Avocado Heights. Implementation of the multiuse trail would expand recreational opportunities within the existing community while providing safety to equestrian, bicycle, and pedestrian users from existing traffic hazards. The potential impacts of the proposed trail are part of the project analyzed within this IS/ND, and the proposed trail would result in no adverse physical effects on the environment. Accordingly, no impacts to recreational facilities would occur and no mitigation would be required.

15. Transportation/Traffic

Would the Project:

a) *Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?*

Less Than Significant Impact. The proposed project involves roadway width reductions, the construction of a multiuse trail, and improvements to the existing storm drain system in the project area. No vehicular traffic is anticipated to be generated by the project. All roadway width reductions would be consistent with the County's roadway design standards, and with the General Plan Circulation Element. Accordingly, the reduction in the widths of the streets would not affect the ability of the roadways to accommodate existing or future traffic loads when compared to the existing capacity.

The construction of a multiuse trail and the replacement of missing sidewalks along the project alignment would remove equestrian and pedestrian uses from the existing street system. The removal of these uses from the roadways would reduce the potential for traffic conflicts with nonmotorized activities, which lead to congestion on roadways in the existing condition. Therefore, the implementation of the proposed project would not

cause an increase in traffic in the project area, and associated impacts would be less than significant.

b) *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

Less Than Significant Impact. As discussed above, the project is not expected to generate vehicular traffic and would not cause an increase in traffic in the project area. Therefore, the project would not result in a level of service standard being exceeded for any roadways, and associated impacts would be less than significant.

c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact. The proposed project involves roadway width reductions, the construction of a multiuse trail, and improvements to the existing storm drain system in the project area. The project would not affect air traffic patterns. Therefore, no impacts would occur.

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

Less Than Significant Impact. The project site occurs in a community where equestrian uses are common. In the existing condition, equestrian riders utilize the public street system in the project area to access the equestrian facilities at Avocado Heights Park or the trail associated with San Jose Creek from private homes. The installation of a multiuse trail on the project site would remove the incompatible equestrian uses from the existing roadway, thereby decreasing hazardous conditions in the roadways.

Where roadway width reductions are proposed, the widths of the streets would be reduced in compliance with County roadway standards, ensuring that the reductions would not result in a substantial increase in roadway hazards.

The installation of a multiuse trail along the project roadways, and the installation of missing sidewalks opposite the multiuse trail would create the potential for conflicts between non-vehicular traffic (pedestrian, equestrian riders, etc.) and vehicles entering or exiting driveways. For this reason, the project is not providing any fencing associated with the trail which would restrict visibility for vehicles entering or leaving private driveways. The potential for traffic conflicts occurring within the multiuse trail and sidewalks is not considered a substantial increase to a hazard when compared to the existing condition where non-vehicular traffic utilizes the public roadway system.

The installation of the storm drain improvements associated with the project would occur below the roadway surface and would not affect safety on roadways. Accordingly, impacts associated with roadway safety are regarded as less than significant.

e) Result in inadequate emergency access?

Less Than Significant Impact. The proposed project involves roadway width reductions, the construction of a multiuse trail, and improvements to the existing storm drain system in the project area. The roadway reductions associated with the project would comply with County design standards for roadways, which would ensure that the roadways would remain adequate for emergency access. The installation of multiuse trails, sidewalks, and subsurface storm drain improvements would not affect emergency access on the site. Impacts associated with emergency access would be less than significant.

f) Result in inadequate parking capacity?

No Impact. The proposed project includes roadway width reductions. However, in accordance with County design standards, parking would continue to be permitted on both sides of the narrowed roadways. Therefore, the roadway width reductions would not affect parking capacity. Additionally, the installation of multiuse trails, sidewalks, and subsurface storm drain improvements would not affect parking capacity; therefore, no impacts related to parking would occur.

g) Conflict with adopted policies, plans or programs supporting alternative transportation (e.g. bus turnouts, bicycle racks)?

No Impact. The proposed project would have no affect on any plans or programs supporting alternative transportation.

16. Utilities and Service Systems

Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The proposed project would not generate wastewater, and therefore would not affect the wastewater treatment requirements of the local Regional Water Quality Control Board.

b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

No Impact. The proposed project would not generate wastewater or the demand for potable water. Therefore, the project would not require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities. No impacts related to this issue would occur.

c) *Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Less Than Significant Impact. The project involves the installation of storm drain facilities on the project site that would connect to an existing storm drain line. Storm drain facilities in the project area are sized to accommodate the stormwater flows originating from the proposed storm drain improvements. Therefore, impacts associated with storm water facilities would be less than significant.

d) *Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?*

No Impact. The project would not generate a demand for domestic water, and therefore would not affect existing or planned water entitlements. No impacts associated with water supply would occur.

e) *Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?*

No Impact. The proposed project would not generate wastewater. Therefore, the project would not affect the capacity of wastewater treatment providers. No impacts would occur related to this issue.

f) *Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?*

Less Than Significant Impact. The operation of the multiuse trail would not generate solid waste in volumes that would significantly affect the permitted capacity of area landfills. Solid waste would likely be collected on the site during litter and animal waste management activities, and would generally be sufficiently low enough in volume that the disposal would not impact landfill capacity. Additionally, the subsurface storm drain

improvement would not generate solid waste disposal needs. Therefore, impacts associated with solid waste disposal would be less than significant.

g) *Comply with federal, state, and local statutes and regulations related to solid waste?*

No Impact. Solid waste on the multiuse trail would be collected by the County Parks and Recreation Department during regular maintenance activities, including litter and animal waste. The Department would be required to dispose of all waste, including animal waste, in accordance with federal, State, and local regulations. The project would comply with all applicable regulations and no issues related this subject would occur.

17. Mandatory Findings of Significance

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

No Impact. The project occurs within a highly developed community consisting of mostly residential land uses. The proposed improvements do not have the potential to degrade the quality of the natural environment, and will not impact important biological resources. No historical, archeological, or paleontological resources would be impacted.

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

Less Than Significant Impact. As discussed throughout this document, all project impacts on the environment are less than significant. For many thresholds, no impact would occur.

c) *Does the Project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less Than Significant. No potentially significant impacts have been identified in this document. Therefore, the project is not expected to have an adverse effect on human beings either directly or indirectly.

SECTION 4: REFERENCES

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Appendix A: Air Quality Analysis Report

Air Quality Analysis Report
Avocado Heights Multi-Use Trail
Los Angeles County, California

Prepared for:

Los Angeles County Department of Public Works
900 S. Fremont Avenue
Alhambra, CA 91803
626.458.5100

Contact: Sarah Scott

Prepared by:

Michael Brandman Associates
220 Commerce, Suite 200
Irvine, CA 92602
714.508.4100

Contact: Shawn Nevill, Project Manager
Authors: Drew Delany and Cori Wilson

Michael Brandman Associates

June 15, 2009

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ACRONYMS AND ABBREVIATIONS

µm	Micrometer
AQMP	Air Quality Management Plan
ARB	California Air Resources Control Board
CAT	Climate Action Team (Report)
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CO	Carbon Monoxide
EPA	Environmental Protection Agency
LST	Localized Significance Thresholds
NAAQS	National Ambient Air Quality Standards
NOx	Nitrogen oxides
PAH	Polycyclic Aromatic Hydrocarbons
$PM_{2.5}$	Particulate matter less than 2.5 microns in diameter
PM_{10}	Particulate matter less than 10 microns in diameter
ppm	Parts per Million
ppt	Parts per Trillion
PVC	Polyvinyl Chloride
ROG	Reactive Organic Gases
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	State Implementation Plans
SRA	Source Receptor Areas
VOC	Volatile Organic Compounds

SECTION 1: INTRODUCTION

1.1 - Purpose and Methods of Analysis

The following air quality analysis was prepared to evaluate whether the expected criteria air pollutant emissions generated from the Project would cause significant impacts to air resources in the Project area. This assessment was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000 et seq.). The methodology follows the CEQA Air Quality Handbook prepared by the South Coast Air Quality Management District (SCAQMD) for quantification of emissions and evaluation of potential impacts to air resources. Note that this report does not address climate change or the Project's contribution of greenhouse gases as that assessment was not in the scope of this study.

1.2 - Findings

- The construction and operation of the Project will not exceed the SCAQMD regional significance emission thresholds.
- The construction emissions from the Project will not exceed the SCAQMD localized significance thresholds (LSTs).

1.3 - Mitigation Measures Designed to Reduce Air Emissions

The Project has a less than significant air quality impact. No mitigation is required.

1.4 - Project Description

Project Characteristics

The project proposes to construct 3.6 miles of multiuse trails along Proctor Avenue, Lomitas Avenue, 3rd, 4th, and 5th Avenues, and Don Julian Road in the unincorporated area of Avocado Heights (see Exhibit 3). The trail surface would consist of 8 inches of decomposed granite over compacted 6" base material. The specific components of the proposed project applicable to each roadway segment are described in detail below.

Proctor Avenue

Multiuse trail improvements along Proctor Avenue would occur on the south side of the roadway from 3rd Avenue to 5th Avenue. The project would remove the existing curb, gutter, and sidewalks on the south side of the street. The roadway width would be reduced from 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the south side of the roadway that would vary between 7 and 9.5 feet. New curb, gutter and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged concrete sidewalks (in areas where sidewalk gaps exist) would be installed or replaced on the north side of Proctor Avenue, opposite the alignment of the multiuse trail.

Lomitas Avenue

Multiuse trail improvements along Lomitas Avenue would occur on the north side of the roadway from 3rd Avenue to 5th Avenue. The project would remove the existing curb, gutter, and sidewalks on the north side of the street. The roadway width would be reduced from 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the north side of the roadway that would vary between 7.5 and 9.5 feet. New curb, gutter and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged concrete sidewalk would be installed or replaced on the south side of Lomitas Avenue, opposite the alignment of the multiuse trail.

3rd Avenue

Multiuse trail improvements along 3rd Avenue would occur on the east side of the roadway from Lomitas Avenue to Proctor Avenue. The project would remove the existing curb, gutter, and sidewalks on the east side of the street. The roadway width would be reduced from 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the east side of the roadway that would vary between 9’ and 13.5’. New curb, gutter and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged sidewalk will be installed or replaced on the west side of 3rd Avenue, opposite the alignment of the multiuse trail.

4th Avenue

Multiuse trail improvements along 4th Avenue would occur on the east side of the roadway from the southwestern terminus at San Jose Creek to Proctor Avenue. The project would remove existing curb, gutter, and sidewalks on the south side of the street. The roadway width would be reduced from 37, 38 or 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the east side of the roadway that would vary between 5 and 13.5 feet. New curb, gutter and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged concrete sidewalks would be installed or replaced on the west side of 4th Avenue, opposite the alignment of the multiuse trail.

5th Avenue

Multiuse trail improvements along 5th Avenue would occur on the east side of the roadway from the southwestern terminus at San Jose Creek to Proctor Avenue. The project would remove existing curb, gutter, and sidewalks on the south side of the street. The roadway width would be reduced from 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the east side of the roadway that would vary between 9 and 13.5 feet. New curb, gutter and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged concrete sidewalks would be installed or replaced on the west side of 5th Avenue, opposite the alignment of the multiuse trail.

Don Julian Road

Multiuse trail improvements along Don Julian Road would occur on the south side of the roadway between 3rd Avenue and 5th Avenue. The project would remove the existing sidewalks on the south side of the street. Portions of private fencing, landscaping, mailboxes, or any other improvements that occur within the County ROW on the south side of Don Julian would be removed, unless there is a 5-foot minimum distance between the improvement and the existing curb line. Additionally, existing utility improvements and fire hydrants would be relocated, as needed, to accommodate trail construction. A multiuse trail would be constructed on the south side of the roadway that would vary between 6.5 and 9.5 feet. Additionally, missing or damaged concrete sidewalks would be installed or replaced on the north side of Don Julian Road opposite the multiuse trail.

Drainage

The project would construct a 48-inch to 51-inch storm drain beneath 5th Avenue from Proctor Avenue to south of Don Julian Road where it would connect to an existing 51-inch storm drain beneath 5th Avenue. A 36-inch storm drain line would also be constructed beneath Proctor Avenue from 4th Avenue to 5th Avenue, where it would connect to the proposed 48-inch storm drain line beneath 5th Avenue. Additionally, the project would require construction of catch basins and reconstruction of existing cross-gutters.

Tree Removal

There are existing trees in the parkway, which would need to be removed and/or trimmed to provide a minimum of 10-to-12 foot vertical clear height. Based on the preliminary design, trees that will need to be removed are as follows: one tree on 3rd Avenue, twenty-five trees on 4th Avenue, one tree on Don Julian Road, and four trees on Proctor Avenue.

Site Preparation

Demolition and removal of existing improvements (certain curbs, gutters, private fencing, landscaping improvements, etc.) within the County's ROW would occur along the multiuse trail alignment, and where sidewalks are to be replaced opposite the multiuse trail.

Grading associated with project implementation would occur on the project site in association with establishment of the multiuse trail, and replacement of curb, gutters, and sidewalks. It is assumed that no more than 2.0 acres of the project site would be graded per day.

Site preparation for the subsurface storm drain improvement would require the removal of the existing roadway pavement and trenching within the existing roadways along 4th and 5th Avenues.

Maintenance

The County of Los Angeles Department of Parks and Recreation would be responsible for maintenance related to the multiuse trails, including the removal of animal waste.

1.5 - Sensitive Receptors

Those who are sensitive to air pollution include children, the elderly, and persons with preexisting respiratory or cardiovascular illness. For purposes of CEQA, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24 hours, such as residences, hospitals, or convalescent facilities. Commercial and industrial facilities are not included in the definition because employees do not typically remain onsite for 24 hours. However, when assessing the impact of pollutants with 1-hour or 8-hour standards (such as nitrogen dioxide and carbon monoxide), commercial and/or industrial facilities would be considered sensitive receptors for those purposes.

The closest sensitive receptor is assumed always to be within 25 meters since the Project is integrated into a residential community. The Project borders streets occupied by residential homes and schools. The Project borders Don Julian Elementary School and Valley High School but both schools are located on the opposite side of the street from the Project, keeping school facilities at a minimum of 15 meters away from the Project.

SECTION 2: SETTING

2.1 - Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different degree of control. The United States Environmental Protection Agency (EPA) regulates at the national level. The California Air Resources Board (ARB) regulates at the state level. The SCAQMD regulates at the air basin level.

2.1.1 - Federal and State Regulatory Agencies

The EPA oversees national, and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans (SIP), provides research and guidance in air pollution programs, and sets National Ambient Air Quality Standards (NAAQS), also known as federal standards. There are NAAQS for six common air pollutants, called criteria air pollutants, which were identified resulting from provisions of the Clean Air Act of 1970. The six criteria pollutants are:

- Ozone
- Particulate matter (PM_{10} and $PM_{2.5}$)
- Nitrogen dioxide
- Carbon monoxide (CO)
- Lead
- Sulfur dioxide

The NAAQS were set to protect public health, including that of sensitive individuals; thus, the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants. National primary standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health (ARB 2008).

A SIP is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain NAAQS. The SIP for the State of California is administered by ARB who has overall responsibility for statewide air quality maintenance and air pollution prevention. The ARB also administers California Ambient Air Quality Standards (CAAQS), for the ten air pollutants designated in the California Clean Air Act (CCAA). The ten state air pollutants are the six NAAQS listed above as well as: visibility reducing particulates; hydrogen sulfide; sulfates; and vinyl chloride.

The national and state ambient air quality standards, the most relevant effects, the properties, and sources of the pollutants are summarized in Table 1.

Table 1: Ambient Air Quality Standards

Air Pollutant	Averaging Time	California Standard	National Standard	Most Relevant Effects	Properties	Sources
Ozone	1 Hour	0.09 ppm	—	(a) Decrease of pulmonary function and localized lung edema in humans and animals; (b) Risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) Increased mortality risk; (d) Risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) Vegetation damage; (f) Property damage.	Ozone is a photochemical pollutant as it is not emitted directly into the atmosphere, but is formed by a complex series of chemical reactions between volatile organic compounds (VOC), NO_X, and sunlight. Ozone is a regional pollutant that is generated over a large area and is transported and spread by the wind.	Ozone is a secondary pollutant, thus is not emitted directly into the lower level of the atmosphere. The sources of ozone precursors (VOC and NOx) are discussed below.
	8 Hour	0.070 ppm	0.075 ppm			
Carbon Monoxide (CO)	1 Hour	20 ppm	35 ppm	(a) Aggravation of angina pectoris (chest pain or discomfort) and other aspects of coronary heart disease; (b) Decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) Impairment of central nervous system functions; (d) Possible increased risk to fetuses.	CO is a colorless, odorless, toxic gas. CO is a primary pollutant. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood.	CO is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources.
	8 Hour	9.0 ppm	9 ppm			

Table 1 (Cont.): Ambient Air Quality Standards

Air Pollutant	Averaging Time	California Standard	National Standard	Most Relevant Effects	Properties	Sources
Nitrogen Dioxide (NO_2)	1 Hour	0.18 ppm	—	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) Risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; (c) Contribution to atmospheric discoloration.	During combustion of fossil fuels, oxygen reacts with nitrogen to produce NO_X (NO, NO_2, NO_3, N_2O, N2O3, N_2O_4, and N_2O_5). NO_X is a precursor to ozone, PM_{10}, and $PM_{2.5}$ formation. NO_X can react with moisture, ammonia, and other compounds to form nitric acid and related particles. This deposition can harm natural resources and materials.	NOx is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. Natural sources of oxides of nitrogen (NO_X) include lightning, soils, wildfires, stratospheric intrusion, and the oceans. Natural sources accounted for approximately seven percent of 1990 emissions of NOx for the United States.
	Mean	0.030 ppm	0.053 ppm			
Sulfur Dioxide (SO_2)	1 Hour	0.25 ppm	—	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.	Sulfur dioxide is a colorless, pungent gas. At levels greater than 0.5 ppm, the gas has a strong odor, similar to rotten eggs. Sulfur oxides (SO_X) include sulfur dioxide and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although sulfur dioxide concentrations have been reduced to levels well below state and national standards, further reductions are desirable because sulfur dioxide is a precursor to sulfate and PM_{10}.	Human caused sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. The gas can also be produced in the air by dimethylsulfide and hydrogen sulfide. Sulfur dioxide is removed from the air by dissolution in water, chemical reactions, and transfer to soils and ice caps. The Sulfur dioxide levels in the State are well below the maximum standards.
	24 Hour	0.04 ppm	0.14 ppm			
	Mean	—	0.030 ppm			

Table 1 (Cont.): Ambient Air Quality Standards

Air Pollutant	Averaging Time	California Standard	National Standard	Most Relevant Effects	Properties	Sources
Particulate Matter (PM_{10})	24 hour	50 µg/m^3	150 µg/m^3	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) Declines in pulmonary function growth in children; (c) Increased risk of premature death from heart or lung diseases in the elderly. Daily fluctuations in $PM_{2.5}$ levels have been related to hospital admissions for acute respiratory conditions, school absences, and increased medication use in children and adults with asthma.	Suspended particulate matter is a mixture of small particles that consists of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM_{10} refers to particulate matter that is 10 microns or less in diameter (1 micron is one-millionth of a meter). $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter.	Stationary sources include fuel combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal, and recycling. Mobile or transportation-related sources are from vehicle exhaust and road dust.
	Mean	20 µg/m^3	—			
Particulate Matter ($PM_{2.5}$)	24 Hour	—	35 µg/m^3			
	Mean	12 µg/m^3	15 µg/m^3			
Sulfates	24 Hour	25 µg/m^3	—	(a) Decrease in ventilatory function; (b) Aggravation of asthmatic symptoms; (c) Aggravation of cardio-pulmonary disease; (d) Vegetation damage; (e) Degradation of visibility; (f) Property damage.	The sulfate ion is a polyatomic anion with the empirical formula SO_4^{2-}.	Sulfates are particulates formed through the photochemical oxidation of sulfur dioxide. Sulfates can also be formed by dissolving a metal in sulfuric acid. The lead-acid battery typically uses sulfuric acid.

Table 1 (Cont.): Ambient Air Quality Standards

Air Pollutant	Averaging Time	California Standard	National Standard	Most Relevant Effects	Properties	Sources
Lead	30-day	1.5 µg/m^3	—	Lead accumulates in bones, soft tissue, and blood and can affect the kidneys, liver, and nervous system. It can cause impairment of blood formation and nerve conduction. The more serious effects of lead poisoning include behavior disorders, mental retardation, neurological impairment, learning deficiencies, and low IQs. Lead may also contribute to high blood pressure and heart disease.	Lead is a solid heavy metal that can exist in air pollution as an aerosol particle component. An aerosol is a collection of solid, liquid, or mixed-phase particles suspended in the air. Lead was first regulated as an air pollutant in 1976. Leaded gasoline was first marketed in 1923 and was used in motor vehicles until around 1970. Lead concentrations have not exceeded state or national air quality standards at any monitoring station since 1982.	Lead ore crushing, lead-ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources include dust from soils contaminated with lead-based paint, solid waste disposal, and crustal physical weathering. The mechanisms by which lead can be removed from the atmosphere (sinks) include deposition to soils, ice caps, and oceans, and inhalation.
	Quarter	—	1.5 µg/m^3			

Notes:
ppm = parts per million (concentration) µg/m^3 = micrograms per cubic meter Mean = Annual Arithmetic Mean
30-day = 30-day average Quarter = Calendar quarter
Source of effects: South Coast Air Quality Management District (SCAQMD 2007b).
Source of standards: California Air Resources Board, Ambient Air Quality Standards (ARB 2008).
Source of properties and sources: Ibid, EPA 1997, EPA 1999, EPA 2003, EPA 2004, EPA 2007, EPA 2007b, and EPA 2007f

2.1.2 - South Coast Air Quality Management District

The air pollution control agency for the South Coast Air Basin (Basin) is the SCAQMD. The SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the Basin. SCAQMD, in coordination with the Southern California Association of Governments (SCAG), is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the Basin. An AQMP is a plan prepared by an air pollution control district for a county or region designated as nonattainment of the national and/or California ambient air quality standards. The term nonattainment area is used to refer to an air basin where one or more ambient air quality standards are exceeded.

The current AQMP for the Basin is the 2007 AQMP, which was adopted by the SCAQMD on June 1, 2007. On July 13, 2007, the SCAQMD Board adopted 2007 Final AQMP Transportation Conformity Budgets and directed the Executive Officer to forward them to ARB for its approval and subsequent submittal to the U.S. EPA. On September 27, 2007, ARB adopted the State Strategy for the 2007 State Implementation Plan (SIP) and the 2007 AQMP as part of the SIP.

The 2007 AQMP incorporates significant new emissions inventories, ambient measurements, scientific data, control strategies, and air quality modeling. The 2007 AQMP outlines a detailed strategy for meeting the federal health-based standards for $PM_{2.5}$ by 2015 and 8-hour ozone by 2024 while accounting for and accommodating future expected growth. Most of the reductions will be from mobile sources, which are currently responsible for about 75 percent of all smog and particulate forming emissions. The 2007 AQMP includes 37 control measures proposed for adoption by the SCAQMD, including measures to reduce emissions from new commercial and residential developments, more reductions from industrial facilities, and reductions from wood-burning fireplaces and restaurant charbroilers.

2.1.3 - Rules and Regulations

The AQMP for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and national air quality standards. The rules and regulations that apply to this Project include, but are not limited to, the following:

- SCAQMD Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- SCAQMD Rule 403 governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard best management practices, such as application of water or chemical stabilizers to disturbed soils,

covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

2.2 - Pollutants

Air pollutants can be categorized into two main sources, stationary and mobile. A point source is a stationary source, which is an emission from an identifiable location, usually associated with manufacturing and industrial sources. Area sources are considered stationary sources which are widely distributed and produce many small emissions. Mobile source emissions are associated with motor vehicles and include on-road and off-road sources. On-road sources are emissions from vehicles, trucks, motorcycles, buses, etc. Off-road sources include equipment and vehicles in the following sectors: recreational, construction, mining, industrial, lawn and garden, farm, airport service, and rail. A brief summary of the pollutants of concern follows. Other criteria pollutants were previously summarized in Table 1.

- **Diesel Particulate Matter**
  - *Description and Physical Properties:* Diesel particulate matter (DPM) is a source of $PM_{2.5}$—diesel particles are typically 2.5 microns and smaller. In 1998, DPM made up about 6 percent of the total $PM_{2.5}$ inventory nationwide (EPA 2002). Diesel exhaust is a complex mixture of thousands of particles and gases that is produced when an engine burns diesel fuel. Organic compounds account for 80 percent of the total particulate matter mass, which is comprised of compounds such as hydrocarbons and their derivatives, and polycyclic aromatic hydrocarbons (PAHs) and their derivatives. Fifteen PAHs are confirmed carcinogens, a number of which are found in diesel exhaust (NTP 2005b). The chemical composition and particle sizes of DPM vary between different engine types (heavy-duty, light-duty), engine operating conditions (idle, accelerate, decelerate), expected load, engine emission controls, fuel formulations (high/low sulfur fuel), and engine year (EPA 2002).
  - *Non-Cancer Health Effects:* Some short-term (acute) effects of diesel exhaust exposure include eye, nose, throat, and lung irritation, and can cause coughs, headaches, light-headedness, and nausea. Diesel exhaust is a major source of ambient particulate matter pollution in urban environments. Numerous studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems (OEHHA 2002).
  - *Cancer Health Effects:* Human studies on the carcinogenicity of DPM demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure (NTP 2005b).

- *Sources:* In 2002 in the SCAQMD, the main sources of diesel particulate matter were due to the combustion of diesel fuel in diesel-powered engines. Such engines can include on-road vehicles like diesel trucks, off-road construction vehicles, diesel electrical generators, and various pieces of stationary construction equipment. Over 97 percent of the diesel emissions were from mobile sources (SCAQMD 2007b).

- **Visibility Reducing Particles**
  - *Description and Physical Properties:* Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt. The State standard is intended to limit the frequency and severity of visibility impairment due to regional haze.
  - *Health Effects:* Health effects of particulate matter are addressed under the PM_{10} and $PM_{2.5}$ section. Non-health effects include reduced visibility and soiling of property. Reduced visibility occurs when light interacts with the particles, becoming modified or reduced. Visibility effects include changes in apparent color as well as reduction of clarity and visible distance.
  - *Sources:* Particulate matter originates from a variety sources. Stationary sources include: fuel combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal and recycling. Mobile or transportation-related sources include particulate matter from highway vehicles and non-road vehicles and fugitive dust from paved and unpaved roads. In addition, wildfires and windblown dust contribute to visibility reducing particulates.

- **Vinyl Chloride**
  - *Description and Physical Properties:* Vinyl chloride, or chloroethene, is a chlorinated hydrocarbon and a colorless gas with a mild, sweet odor. In 1978, ARB established a state ambient air quality standard for vinyl chloride. The standard was set at 0.01 ppm for a 24-hour duration because that was the lowest level that could be detected at that time. In 1990, ARB identified vinyl chloride as a toxic air contaminant and estimated a cancer unit risk factor.
  - *Health Effects:* Short-term exposure to high levels of vinyl chloride in air causes central nervous system effects, such as dizziness, drowsiness, and headaches (ARB 2005b). Epidemiological studies of occupationally exposed workers have linked vinyl chloride

exposure to development of a rare cancer, liver angiosarcoma, and have suggested a relationship between exposure and lung and brain cancers.

- *Sources:* Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products, including pipes, wire and cable coatings, and packaging materials. Vinyl chloride is formed when other substances such as trichloroethane, trichloroethylene, and tetrachloroethylene are broken down. This can occur when plastics containing these substances are left to decompose in solid waste landfills. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites due to microbial breakdown of chlorinated solvents.

- **Hydrogen Sulfide**
  - *Description and Physical Properties:* Hydrogen sulfide (H2S) is a flammable, colorless, poisonous gas that smells like rotten eggs.
  - *Health Effects:* High levels of hydrogen sulfide can cause immediate respiratory arrest. It can irritate the eyes and respiratory tract and cause symptoms like headache, nausea, vomiting, and cough. Long exposure to hydrogen sulfide can cause pulmonary edema.
  - *Sources:* Hydrogen sulfide and other reduced-sulfur compounds form by the anaerobic decomposition of manure. Some types of bacteria found in animal and human by-products produce hydrogen sulfide during reduction of sulfur-containing compounds, such as proteins. Manure, storage tanks, ponds, anaerobic lagoons, and land application sites are the primary sources of hydrogen sulfide emissions. Anthropogenic sources include the combustion of sulfur containing fuels (oil and coal) and organic matter that undergoes putrefaction. Hydrogen sulfide is used in the production of heavy water for nuclear reactors, the manufacture of chemicals, in metallurgy, and as an analytical reagent.

- **Volatile Organic Compounds and Reactive Organic Gases**
  - *Description and Physical Properties:* Reactive organic gases (ROGs), or volatile organic compounds (VOCs), are defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROG and VOC, the two terms are often used interchangeably. VOC consist of non-methane hydrocarbons and oxygenated hydrocarbons. Hydrocarbons are organic compounds that contain only hydrogen and carbon atoms. Non-methane hydrocarbons are hydrocarbons that do not contain the unreactive hydrocarbon, methane. Oxygenated hydrocarbons are hydrocarbons with oxygenated functional groups attached.

    There are no state or national ambient air quality standards for VOC because they are not classified as criteria pollutants. They are regulated, however, because VOC is an

ozone precursor. As such, a reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} and lower visibility.

- *Health Effects:* Although health-based standards have not been established for ROG, health effects can occur from exposures to high concentrations because of interference with oxygen uptake. In general, concentrations of VOCs are suspected to cause eye, nose, and throat irritation; headaches, loss of coordination, nausea, damage to liver, kidney, and the central nervous system (EPA 2007c). There are many ROGs that have been classified as toxic air contaminants. A particular VOC of concern is benzene, which is described in more detail below. EPA maintains a list of all air substances that have been classified as hazardous to humans and/or animals, and include VOCs, pesticides, herbicides, and radionuclides (EPA 2007d).

- **Benzene**
  - *Description and Physical Properties:* Benzene is a VOC. It is a clear or colorless light-yellow, volatile, highly flammable liquid with a gasoline-like odor. The EPA has classified benzene as a "Group A" carcinogen.
  - *Health Effects:* Short-term (acute) exposure of high doses from inhalation of benzene may cause dizziness, drowsiness, headaches, eye irritation, skin irritation, and respiratory tract irritation, and at higher levels, unconsciousness can occur. Long-term (chronic) occupational exposure of high doses by inhalation has caused blood disorders, including aplastic anemia and lower levels of red blood cells (EPA 1992). Occupational exposure to benzene has been shown to cause leukemia (mainly acute myelogenous leukemia) (NTP 2005). Studies have also found that benzene exposure increased the risks of lymphatic and hematopoietic cancer (cancers of the lymphatic system and of organs and tissues involved in the production of blood), total leukemia, and specific histologic types of leukemia (NTP 2005).
  - *Sources:* Benzene is emitted into the air from gasoline service stations (fuel evaporation), motor vehicle exhaust, tobacco smoke, and from burning oil and coal. Benzene is also used as a solvent for paints, inks, oils, waxes, plastic, and rubber. It is used in the extraction of oils from seeds and nuts. It is also used in the manufacture of detergents, explosives, dyestuffs, and pharmaceuticals.

2.3 - Physical Setting

2.3.1 - Local Climate

The Project is located in the community of Avocado Heights within unincorporated Los Angeles County. The Project is within the South Coast Air Basin (Basin). The Basin is bounded on the west by the Pacific Ocean and on the north and east by the San Gabriel, San Bernardino, and San Jacinto

Mountains. The southern limit of the Basin is the San Diego County line. The Basin consists of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County.

Regional and local air quality in the Basin is impacted by dominant airflows, topography, atmospheric inversions, location, season, and time of day.

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas. Air stagnation may occur during the early evening and early morning during periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If they are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events.

Temperature inversions limit the vertical depth through which pollution can be mixed. Among the most common temperature inversions in the basin, radiation inversions form on clear winter nights when cold air off mountains sink to the valley floor while the air aloft over the valley remains warm. These inversions, in conjunction with calm winds, trap pollutants near the source. Other types of temperature inversions include marine, subsidence, and high-pressure inversions.

Summers are often periods of hazy visibility and occasionally unhealthful air, while winter air quality impacts tend to be highly localized and can consist of odors from agricultural operations.

2.3.2 - Attainment Status

Air basins where ambient air quality standards are exceeded are designated as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” Federal nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. The current attainment designations for the Project area are shown in Table 2. The basin is designated as nonattainment for the state and federal ozone, PM_{10}, and $PM_{2.5}$, standards.

Table 2: Attainment Status

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment
Carbon Monoxide	Attainment	Attainment
Nitrogen Dioxide	Attainment	Attainment
Sulfur Dioxide	Attainment	Attainment
PM_{10}	Nonattainment	Serious Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
Source: State Status from California Air Resources Board (ARB 2006). National Status from U.S. Environmental Protection Agency (EPA 2007e).		

SECTION 3: THRESHOLDS

3.1 - Regional Significance Thresholds

The following regional significance thresholds have been established by SCAQMD. Projects within the South Coast Air Basin region with construction or operation related emissions in excess of any of the thresholds presented in Table 3 are considered significant.

Table 3: SCAQMD Regional Thresholds

Pollutant	Construction (pounds per day)	Operation (pounds per day)
Oxides of Nitrogen (NO_x)	100	55
Volatile Organic Compounds (VOC)	75	55
Particulate Matter (PM_{10})	150	150
Particulate Matter ($PM_{2.5}$)	55	55
Oxides of Sulfur (SO_x)	150	150
Carbon Monoxide (CO)	550	550
Source: South Coast Air Quality Management District, SCAQMD 2008.		

3.2 - Local Significance Thresholds

The SCAQMD Governing Board adopted a methodology for calculating localized air quality impacts through localized significance thresholds (LSTs), which is consistent with SCAQMD's Environmental Justice Enhancement Initiative I-4. LSTs represent the maximum emissions from a Project that will not cause or contribute to an exceedance of the most stringent applicable state or national ambient air quality standard. The LSTs are developed based on the ambient concentrations of that pollutant for each source receptor area and are applicable to NO_x, CO, PM_{10}, and $PM_{2.5}$.

To facilitate the LST assessment process, the SCAQMD LST methodology provides two approaches for calculating LSTs. The first approach applies to projects up to 5 acres in size and provides a series of look-up emission tables that quantify the level of construction emissions above which a project would be considered significant. The LSTs were obtained from the look-up tables in the SCAQMD Final LST Methodology (2003) for a 2-acre Project in SRA 11. The distance to the nearest receptor is 25 meters. The LSTs are summarized in Table 4.

Table 4: SCAQMD Localized Thresholds

Pollutant	Localized Significance Threshold - Construction (pounds per day)
Nitrogen Dioxide	121
Carbon Monoxide	1031
PM_{10}	7
$PM_{2.5}$	5
Source: South Coast Air Quality Management District (SCAQMD 2003 and SCAQMD 2006)	

SECTION 4: IMPACT ANALYSIS

This section calculates the expected emissions from the construction and operation of the Project as a necessary requisite for assessing the regulatory significance of Project emissions on a regional level.

4.1 - Short-Term Regional Impacts

Short-term impacts refer to emissions generated during construction because they occur on a short-term basis. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from onsite and offsite activities. Onsite emissions principally consist of exhaust emissions (NO_x, SO_x, CO, VOC, PM_{10}, and $PM_{2.5}$, and CO_2) from heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM_{10}) from disturbed soil. Offsite emissions are caused by motor vehicle exhaust from delivery vehicles, worker traffic, and road dust (PM_{10} and $PM_{2.5}$). Major construction-related activities include the following:

- Removal of existing sidewalks and portions of streets within the project site
- Construction of utilities and road improvements onsite
- Laying and grooming of trail surface

The Project construction plan indicates that portions of the Project site will be require fine grading, with approximately 2 acres being the maximum acreage graded on any one day. It was assumed that construction equipment would operate for 6 hours per day during the grading phase and the entire construction period would last for 8 weeks.

Details regarding construction, including the length of construction, the construction equipment list, and construction phase details were not available for incorporation into this assessment. Therefore, a worst-case scenario was developed to portray the maximum emissions on any one day during the various construction activities. One assumption made prior to running URBEMIS was 5,000 cubic yards of decomposed granite would be imported. This was based on a trail length of 3.6 miles, depth of 8 inches, and width of 9.5 feet. The emissions for this import of material are contained within the fine grading phase of construction.

SCAQMD Rule 403 requires fugitive dust generating activities follow best available control measures (BACM) to reduce emissions of fugitive dust. These BACM are accounted for in URBEMIS as "mitigation" because URBEMIS categorizes the BACM as "mitigation," even though they are technically not mitigation. The BACM and the associated measure in URBEMIS are displayed in Table 5.

Table 5: Best Available Control Measures - SCAQMD Rule 403

Best Available Control Measure (BACM)[1]	Associated Measure in URBEMIS[2]
Clearing and Grubbing	
02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing 02-2 Stabilize soil during clearing and grubbing activities 02-3 Stabilize soil immediately after clearing and grubbing activities	Water exposed surfaces two times per day
Earth Moving Activities	
08-1 Pre-apply water to depth of proposed cuts 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction 08-3 Stabilize soils once earth-moving activities are complete	
Import/Export of Bulk Materials	
09-1 Stabilize material while loading to reduce fugitive dust emissions 09-2 Maintain at least six inches of freeboard on haul vehicles 09-3 Stabilize material while transporting to reduce fugitive dust emissions 09-4 Stabilize material while unloading to reduce fugitive dust emissions 09-5 Comply with Vehicle Code Section 23114	Equipment loading/unloading
Landscaping	
10-1 Stabilize soils, materials, slopes Guidance: Apply water to materials to stabilize; Maintain materials in a crusted condition; Maintain effective cover over materials; Stabilize sloping surfaces using soil until vegetation or ground cover can effectively stabilize the slopes; Hydroseed prior to rain season	Replace ground cover in disturbed areas quickly
Staging Areas	
13-1 Stabilize staging areas during use by limiting vehicle speeds to 15 miles per hour	Reduce speed on unpaved roads to 15 miles per hour.
Traffic Areas for Construction Activities	
15-1 Stabilize all off-road traffic and parking areas 15-2 Stabilize all haul routes 15-3 Direct construction traffic over established haul routes Guidance: Apply gravel/paving to all haul routes as soon as possible to all future roadway areas; Barriers can be used to ensure vehicles are only used on established parking areas/haul routes	Haul road dust watering 2 times per day
Sources: 1) SCAQMD Rule 403; 2) URBEMIS output in Appendix A.	

Unmitigated Short-Term Emissions

Table 6 summarizes these construction-related emissions (without mitigation). The emission estimates were derived from the Project description using the URBEMIS2007 Version 9.2 emission model. The information shown in Table 6 indicates that the SCAQMD regional emission thresholds will not be exceeded any pollutant. Therefore, the short-term emissions are considered a less than significant regional impact.

Table 6: Short-Term Emissions (Unmitigated)

Source	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Demolition - removal of sidewalks and portions of streets	1.27	8.22	5.95	0.00	0.65	0.59
Trenching - minor trail area excavation and trenching for storm drain	2.22	18.97	9.48	0.00	0.94	0.86
Construction - install new sidewalks, gutters, and driveway aprons, installation of storm drain	**5.04**	27.92	**27.54**	**0.03**	1.84	1.63
Grooming of trail surface and import of material	4.47	**42.34**	20.52	0.02	**5.40**	**2.58**
Maximum Daily Emissions	**5.04**	**42.34**	**27.54**	**0.03**	**5.40**	**2.58**
Significance Threshold	75	100	550	150	150	55
Significant Impact?	No	No	No	No	No	No

Note:
VOC = volatile organic compounds NO_X = nitrous oxides CO = carbon monoxide
SO_x = sulfur oxides PM_{10} and $PM_{2.5}$ = particulate matter
The maximum daily emissions refer to the maximum emissions that would occur in one day; it was assumed that the grading activities do not occur at the same time as the other construction activities; therefore, their emissions are not summed.
Source: URBEMIS output, Appendix A.

4.2 - Short-Term Localized Analysis

The SCAQMD Governing Board adopted a methodology for calculating localized air quality impacts through localized significance thresholds (LSTs), which is consistent with SCAQMD's Environmental Justice Enhancement Initiative I-4. LSTs represent the maximum emissions from a Project that will not cause or contribute to an exceedance of the most stringent applicable state or national ambient air quality standard.

The onsite emissions during construction are compared with the LSTs and are summarized in Table 7. The onsite emissions were generated by URBEMIS, as discussed in the regional analysis. Onsite emissions are from fugitive dust during grading and off-road diesel emissions. As shown in Table 7, unmitigated emissions during construction do not exceed the LSTs.

Table 7: Localized Significance Analysis (Construction)

Activity	Onsite Emissions (pounds per day)			
	NO_x	CO	PM_{10}	$PM_{2.5}$
Demolition - removal of sidewalks and portions of streets	8.15	4.78	0.64	0.59
Trenching - minor trail area excavation and trenching for storm drain	18.90	8.32	0.93	0.86
Construction - install new sidewalks, gutters, and driveway aprons, installation of storm drain	17.35	11.50	1.28	1.17
Grooming of trail surface and import of material	**26.46**	**12.98**	**4.64**	**1.92**
Maximum Daily Emissions	**26.46**	**12.98**	**4.64**	**1.92**
Localized Significance Threshold	**121**	**1031**	**7**	**5**
Exceed Threshold?	**No**	**No**	**No**	**No**

Note:
Each of the above activities does not occur at the same time; therefore, the maximum daily emissions represent the maximum emissions that would occur in one day.
Source: URBEMIS output (onsite emissions) contained in Appendix A.

4.3 - Long-Term Regional Impacts

Operational, or long-term, emissions occur over the life of the Project. Operational emissions include everyday horse, pedestrian, and cyclist use; wind erosion; and periodic trail maintenance.

Trail use and wind erosion emission were conservatively estimated at 0.5 pounds of PM_{10} per acre per day. The closest industrial emission factor which could be related to the trail surface was the emission factor for uncontrolled, open, inactive sand/gravel stockpiles, 3.5 pounds total particulate matter per acre per day, in AP 42 Chapter 11.19-1 Background Document (EPA 2005). Though similarity between the decomposed granite trail surface and the surface of a sand/gravel stockpile exist, other assumptions about the trail surface can be made which further support the emission factor used for this analysis. These assumptions are: the trail has no exposed vertical profile and the surface will be compacted, both of which inhibit the creation of fugitive dust; and PM_{10} emissions are only a portion of total particulate emissions. $PM_{2.5}$ emissions are 21 percent of PM_{10} emissions pursuant to the SCAQMD LST Guidance (SCAQMD 2006). Therefore, the emission factor for $PM_{2.5}$ is 0.1 pounds per acre per day.

The operational emissions from periodic trail maintenance were calculated using the construction emission module URBEMIS2007.

The operational emissions from trail use, wind erosion, and periodic trail maintenance are shown in Table 8. The Project's emissions do not exceed the SCAQMD's regional significance thresholds and are considered less than significant impacts.

Table 8: Operational Emissions (Unmitigated)

Source	Emissions (pounds per day)					
	VOC	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Trail Fugitive Dust (Recreational use, wind erosion, and maintenance)	0.00	0.00	0.00	0.0	2.10	0.42
Maintenance equipment	0.97	6.92	4.42	0.0	0.37	0.33
Total (Maximum daily)	**0.97**	**6.92**	**4.42**	**0.0**	**2.47**	**0.75**
Significance Threshold	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

VOC = volatile organic compounds NOx = nitrous oxides CO = carbon monoxide
SOx = sulfur oxides PM_{10} and $PM_{2.5}$ = particulate matter
Source: Trail Fugitive Dust calculated by hand (4.2 acres x 0.5 pound per acre per day of PM_{10} and 4.2 acres x 0.1 pounds per acre per day of $PM_{2.5}$)
Maintenance: URBEMIS output, Appendix A.

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Appendix A: URBEMIS Output

12/12/2008 3:31:56 PM

Urbemis 2007 Version 9.2.4

Detail Report for Summer Construction Mitigated Emissions (Pounds/Day)

File Name: C:\Documents and Settings\DDelaney\Desktop\Project Folders\Avocado Heights Multi-Use Trail AQAR 11-26-08\Avocado Heights Trail (Construction).urb924

Project Name: Avocado Heights Construction

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Summer Pounds Per Day, Mitigated)

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10 Total	PM2.5 Dust	PM2.5 Exhaust	PM2.5 Total
Time Slice 1/5/2009-1/23/2009 Active Days: 15	1.27	8.22	5.95	0.00	0.01	0.64	0.65	0.00	0.59	0.59
Demolition 01/05/2009-01/23/2009	1.27	8.22	5.95	0.00	0.01	0.64	0.65	0.00	0.59	0.59
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	1.23	8.15	4.78	0.00	0.00	0.64	0.64	0.00	0.59	0.59
Demo On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.04	0.07	1.16	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 1/26/2009-2/13/2009 Active Days: 15	2.22	18.97	9.48	0.00	0.01	0.93	0.94	0.00	0.86	0.86
Trenching 01/26/2009-02/13/2009	2.22	18.97	9.48	0.00	0.01	0.93	0.94	0.00	0.86	0.86
Trenching Off Road Diesel	2.18	18.90	8.32	0.00	0.00	0.93	0.93	0.00	0.86	0.86
Trenching Worker Trips	0.04	0.07	1.16	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 2/16/2009-4/17/2009 Active Days: 45	**5.04**	27.92	**27.54**	**0.03**	0.10	1.74	1.84	0.03	1.60	1.63
Building 02/16/2009-04/17/2009	5.04	27.92	27.54	0.03	0.10	1.74	1.84	0.03	1.60	1.63
Building Off Road Diesel	3.87	17.35	11.50	0.00	0.00	1.28	1.28	0.00	1.17	1.17
Building Vendor Trips	0.88	10.03	7.12	0.02	0.05	0.44	0.49	0.02	0.40	0.42
Building Worker Trips	0.29	0.54	8.92	0.01	0.05	0.03	0.07	0.02	0.02	0.04

Time Slice 4/20/2009-5/4/2009 Active Days: 11	4.47	**42.34**	20.52	0.02	3.38	**2.03**	5.40	0.71	**1.86**	2.58
Fine Grading 04/20/2009-05/04/2009	1.25	15.81	6.38	0.02	0.06	0.69	0.75	0.02	0.63	0.65
Fine Grading Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Off Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading On Road Diesel	1.25	15.81	6.38	0.02	0.06	0.69	0.75	0.02	0.63	0.65
Fine Grading Worker Trips	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading 04/20/2009-06/12/2009	3.22	26.53	14.14	0.00	3.32	1.34	4.65	0.69	1.23	1.92
Fine Grading Dust	0.00	0.00	0.00	0.00	3.31	0.00	3.31	0.69	0.00	0.69
Fine Grading Off Road Diesel	3.18	26.46	12.98	0.00	0.00	1.33	1.33	0.00	1.23	1.23
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.07	1.16	0.00	0.01	0.00	0.01	0.00	0.00	0.00
Time Slice 5/5/2009-6/12/2009 Active Days: 29	3.22	26.53	14.14	0.00	3.32	1.34	4.65	0.69	1.23	1.92
Fine Grading 04/20/2009-06/12/2009	3.22	26.53	14.14	0.00	3.32	1.34	4.65	0.69	1.23	1.92
Fine Grading Dust	0.00	0.00	0.00	0.00	3.31	0.00	3.31	0.69	0.00	0.69
Fine Grading Off Road Diesel	3.18	26.46	12.98	0.00	0.00	1.33	1.33	0.00	1.23	1.23
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.04	0.07	1.16	0.00	0.01	0.00	0.01	0.00	0.00	0.00

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 4/20/2009 - 6/12/2009 - Grooming of the trail surface

For Soil Stablizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

The following mitigation measures apply to Phase: Fine Grading 4/20/2009 - 5/4/2009 - Decomposed granite delivery

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

Phase Assumptions

Phase: Demolition 1/5/2009 - 1/23/2009 - Removal of current sidewalks and portions of the streets

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 4/20/2009 - 6/12/2009 - Grooming of the trail surface

Total Acres Disturbed: 4.2

Maximum Daily Acreage Disturbed: 1.05

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Fine Grading 4/20/2009 - 5/4/2009 - Decomposed granite delivery

Total Acres Disturbed: 0

Maximum Daily Acreage Disturbed: 0

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 454.55

Off-Road Equipment:

Phase: Trenching 1/26/2009 - 2/13/2009 - Minor trail area excavation and trenching for storm drain

Off-Road Equipment:

2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Building Construction 2/16/2009 - 4/17/2009 - Install new sidewalks, gutters, and driveway aprons, installation of storm drain

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

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Urbemis 2007 Version 9.2.4

Detail Report for Summer Construction Unmitigated Emissions (Pounds/Day)

File Name: C:\MBA\Archive\34320002 Avocado Heights\Avocado Heights Trail(Operation).urb924

Project Name: Avocado Heights Trail Operations

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

	ROG	NOx	CO	SO2	PM10 Dust	PM10 Exhaust	PM10 Total	PM2.5 Dust	PM2.5 Exhaust	PM2.5 Total	CO2
Time Slice 8/2/2010-8/27/2010 Active Days: 20	**0.97**	**6.92**	**4.42**	**0.00**	**0.01**	**0.36**	**0.37**	**0.00**	**0.33**	**0.33**	**793.09**
Fine Grading 08/02/2010-08/27/2010	0.97	6.92	4.42	0.00	0.01	0.36	0.37	0.00	0.33	0.33	793.09
Fine Grading Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Off Road Diesel	0.94	6.86	3.33	0.00	0.00	0.36	0.36	0.00	0.33	0.33	668.53
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21
Fine Grading Worker Trips	0.03	0.06	1.09	0.00	0.01	0.00	0.01	0.00	0.00	0.00	124.34

Phase Assumptions

Phase: Fine Grading 8/2/2010 - 8/27/2010 - Trail Surface Maintenance

Total Acres Disturbed: 1

Maximum Daily Acreage Disturbed: 0.25

Fugitive Dust Level of Detail: Default

0 lbs per acre-day

On Road Truck Travel (VMT): 0.05

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 4 hours per day

1 Plate Compactors (8 hp) operating at a 0.43 load factor for 4 hours per day

1 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 4 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 4 hours per day

Appendix B: Climate Change Analysis Report

Climate Change Analysis Report
Avocado Heights Multi-Use Trail
Los Angeles County, California

Prepared for:

Los Angeles County Department of Public Works
900 S. Fremont Avenue
Alhambra, CA 91803
626.458.5100

Contact: Sarah Scott

Prepared by:

Michael Brandman Associates
220 Commerce, Suite 200
Irvine, CA 92602
714.508.4100

Contact: Shawn Nevill, Project Manager

Authors: Cori Wilson, Air Quality Specialist
Drew Delany, Air Quality Analyst

Michael Brandman Associates

June 15, 2009

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ARB	California Air Resources Control Board
CAPCOA	California Air Pollution Control Officers Association
CAT	Climate Action Team (Report)
CCX	Chicago Climate Exchange
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbons
CH_4	Methane
CO_2	Carbon Dioxide
EPA	Environmental Protection Agency
HCFC	Hydrochlorofluorocarbons
HFC	Hydrofluorocarbons
IPCC	Intergovernmental Panel on Climate Change
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
$MMTCO_2e$	Million Metric Tons of Carbon Dioxide Equivalent
NO_x	Nitrogen Oxides
N_2O	Nitrous Oxide
OPR	Governor's Office of Planning and Research
PFC	perfluorocarbons
ppm	parts per million
ppt	parts per trillion
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
U.S.	United States
VOC	Volatile Organic Compound

SECTION 1: INTRODUCTION

1.1 - Executive Summary

This document assesses the impact of the Avocado Heights Multi-Use Trail Project (Project) on climate change. The proposed Project includes the construction of approximately 4.2 acres of multipurpose decomposed granite trail. The primary users will be the residents of Avocado Heights.

In 2006, Governor Arnold Schwarzenegger signed AB 32, which charged the California Air Resources Board (ARB) with developing regulations on how the State would address climate change (also known as "global warming"). The ARB, the California Environmental Protection Agency (CalEPA), the U.S. Environmental Protection Agency (EPA), or other appropriate governmental organizations have not developed guidelines on how to prepare a CEQA assessment for climate change. In the absence of published CEQA thresholds, this analysis evaluates the potential impact of the proposed Project with regard to its contribution to greenhouse gases.

Construction of the proposed Project would generate approximately 156 metric tons of carbon dioxide equivalents ($MTCO_2e$). After Project buildout, operation of the proposed Project would result in greenhouse gas emissions of approximately 7 $MTCO_2e$ per year, due to trail maintenance.

The greenhouse gas emissions from construction and operation would result in a less than significant impact to climate change. The Project will result in reductions in vehicle miles traveled since it provides a facility for non-motorized transportation. The Project would provide recreational uses near existing residential uses thereby potentially reducing vehicle trips and the greenhouse gas emissions associated with those trips. The Project would not hinder or delay California's implementation of AB 32.

1.2 - Mitigation Measures

No mitigation measures implemented.

1.3 - Project Description

Project Characteristics

The project proposes to construct 3.6 miles of multiuse trails along Proctor Avenue, Lomitas Avenue, 3rd, 4th, and 5th Avenues, and Don Julian Road in the unincorporated area of Avocado Heights (see Exhibit 3). The trail surface would consist of 8 inches of decomposed granite over compacted 6" base material. The specific components of the proposed project applicable to each roadway segment are described in detail below.

Proctor Avenue

Multiuse trail improvements along Proctor Avenue would occur on the south side of the roadway from 3rd Avenue to 5th Avenue. The project would remove the existing curb, gutter, and sidewalks on the south side of the street. The roadway width would be reduced from 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the south side of the roadway that would vary between 7 and 9.5 feet. New curb, gutter and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged concrete sidewalks (in areas where sidewalk gaps exist) would be installed or replaced on the north side of Proctor Avenue, opposite the alignment of the multiuse trail.

Lomitas Avenue

Multiuse trail improvements along Lomitas Avenue would occur on the north side of the roadway from 3rd Avenue to 5th Avenue. The project would remove the existing curb, gutter, and sidewalks on the north side of the street. The roadway width would be reduced from 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the north side of the roadway that would vary between 7.5 and 9.5 feet. New curb, gutter and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged concrete sidewalk would be installed or replaced on the south side of Lomitas Avenue, opposite the alignment of the multiuse trail.

3rd Avenue

Multiuse trail improvements along 3rd Avenue would occur on the east side of the roadway from Lomitas Avenue to Proctor Avenue. The project would remove the existing curb, gutter, and sidewalks on the east side of the street. The roadway width would be reduced from 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the east side of the roadway that would vary between 9’ and 13.5’. New curb, gutter and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged sidewalk will be installed or replaced on the west side of 3rd Avenue, opposite the alignment of the multiuse trail.

4th Avenue

Multiuse trail improvements along 4th Avenue would occur on the east side of the roadway from the southwestern terminus at San Jose Creek to Proctor Avenue. The project would remove existing curb, gutter, and sidewalks on the south side of the street. The roadway width would be reduced from 37, 38 or 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the east side of the roadway that would vary between 5 and 13.5 feet. New curb, gutter and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged concrete sidewalks would be installed or replaced on the west side of 4th Avenue, opposite the alignment of the multiuse trail.

5th Avenue

Multiuse trail improvements along 5th Avenue would occur on the east side of the roadway from the southwestern terminus at San Jose Creek to Proctor Avenue. The project would remove existing curb, gutter, and sidewalks on the south side of the street. The roadway width would be reduced from 40 to 36 feet, which would be in accordance with Los Angeles County standards for the roadway.

A multiuse trail would be constructed on the east side of the roadway that would vary between 9 and 13.5 feet. New curb, gutter and driveway aprons would be installed along the project alignment corresponding to the reduced roadway width. Additionally, missing or damaged concrete sidewalks would be installed or replaced on the west side of 5th Avenue, opposite the alignment of the multiuse trail.

Don Julian Road

Multiuse trail improvements along Don Julian Road would occur on the south side of the roadway between 3rd Avenue and 5th Avenue. The project would remove the existing sidewalks on the south side of the street. Portions of private fencing, landscaping, mailboxes, or any other improvements that occur within the County ROW on the south side of Don Julian would be removed, unless there is a 5-foot minimum distance between the improvement and the existing curb line. Additionally, existing utility improvements and fire hydrants would be relocated, as needed, to accommodate trail construction. A multiuse trail would be constructed on the south side of the roadway that would vary between 6.5 and 9.5 feet. Additionally, missing or damaged concrete sidewalks would be installed or replaced on the north side of Don Julian Road opposite the multiuse trail.

Drainage

The project would construct a 48-inch to 51-inch storm drain beneath 5th Avenue from Proctor Avenue to south of Don Julian Road where it would connect to an existing 51-inch storm drain beneath 5th Avenue. A 36-inch storm drain line would also be constructed beneath Proctor Avenue from 4th Avenue to 5th Avenue, where it would connect to the proposed 48-inch storm drain line beneath 5th Avenue. Additionally, the project would require construction of catch basins and reconstruction of existing cross-gutters.

Tree Removal

There are existing trees in the parkway, which would need to be removed and/or trimmed to provide a minimum of 10-to-12 foot vertical clear height. Based on the preliminary design, trees that will need

to be removed are as follows: one tree on 3rd Avenue, twenty-five trees on 4th Avenue, one tree on Don Julian Road, and four trees on Proctor Avenue.

Site Preparation

Demolition and removal of existing improvements (certain curbs, gutters, private fencing, landscaping improvements, etc.) within the County's ROW would occur along the multiuse trail alignment, and where sidewalks are to be replaced opposite the multiuse trail.

Grading associated with project implementation would occur on the project site in association with establishment of the multiuse trail, and replacement of curb, gutters, and sidewalks. It is assumed that no more than 2.0 acres of the project site would be graded per day.

Site preparation for the subsurface storm drain improvement would require the removal of the existing roadway pavement and trenching within the existing roadways along 4th and 5th Avenues.

Maintenance

The County of Los Angeles Department of Parks and Recreation would be responsible for maintenance related to the multiuse trails, including the removal of animal waste.

SECTION 2: CLIMATE CHANGE

Briefly stated, climate change is a change in the average weather of the earth that may be measured by changes in wind patterns, storms, precipitation, and temperature. These changes are assessed using historical records of temperature changes that have occurred in the past, such as during previous ice ages. Many of the concerns regarding climate change use this data to extrapolate a level of statistical significance specifically focusing on temperature records from the last 150 years (the Industrial Age) that differ from previous climate changes in rate and magnitude.

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of greenhouse gases needed to stabilize global temperatures and climate change impacts. The IPCC predicted that global mean temperature change from 1990 to 2100, given six scenarios, could range from 1.1 degrees Centigrade (°C) to 6.4°C. Regardless of analytical methodology, global average temperatures and sea levels are expected to rise under all scenarios (IPCC 2007).

In California, climate change may result in consequences such as the following:

- A reduction in the quality and supply of water to the State from the Sierra snow pack;
- Increased risk of large wildfires;
- Reductions in the quality and quantity of certain agricultural products;
- Exacerbation of air quality problems;
- A rise in sea levels resulting in the displacement of coastal businesses and residences;
- Damage to marine ecosystems and the natural environment;
- An increase in infections, disease, asthma, and other health-related problems; and
- A decrease in the health and productivity of California's forests (CCCC 2006).

2.1 - Greenhouse Gases

Gases that trap heat in the atmosphere are called greenhouse gases. The effect is analogous to the way a greenhouse retains heat. Common greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxides, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, ozone, and aerosols. Natural processes and human activities emit greenhouse gas. The presence of greenhouse gases in the atmosphere affects the earth's temperature. Without the natural heat trapping effect of greenhouse gas, the earth's surface would be about 34°C cooler (CAT 2006). However, it is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Climate change is driven by forcings and feedbacks. Radiative forcing is the difference between the incoming energy and outgoing energy in the climate system. Positive forcing tends to warm the

surface while negative forcing tends to cool it. Radiative forcing values are typically expressed in watts per square meter (W m–2). A feedback is "an internal climate process that amplifies or dampens the climate response to a specific forcing" (NRC 2005). The global warming potential (GWP) is the potential of a gas or aerosol to trap heat in the atmosphere; it is the "cumulative radiative forcing effects of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas" (EPA 2006a). The GWP of a gas is essentially a measurement of the radiative forcing of a greenhouse gas as compared with the reference gas, carbon dioxide. The greenhouse gases, health effects, and sources are summarized in Table 1.

Individual greenhouse gas compounds have varying global warming potentials (GWP) and atmospheric lifetimes. The reference gas for the GWP is carbon dioxide; carbon dioxide has a GWP of one. The calculation of the carbon dioxide equivalent is a consistent methodology for comparing greenhouse gas emissions since it normalizes various greenhouse gas emissions to a consistent metric. Methane's warming potential of 21 indicates that methane has a 21 times greater warming affect than carbon dioxide on a molecule per molecule basis. A carbon dioxide equivalent is the mass emissions of an individual greenhouse gas multiplied by its GWP.

In 2004, total worldwide greenhouse gas emissions were estimated to be 20,135 $MMTCO_2e$, excluding emissions/removals from land use, land use change, and forestry (UNFCCC 2006). (Note that sinks, or removal processes of greenhouse gas, plays an important role in the greenhouse gas inventory as forest and other land uses absorb carbon.) In 2004, greenhouse gas emissions in the U.S. were 7,074.4 $MMTCO_2e$ (EPA 2006a). In 2005, total U.S. greenhouse gas emissions were 7,260.4 $MMTCO_2e$, a 16.3 percent increase from 1990 emissions, while U.S. gross domestic product has increased by 55 percent over the same period (EPA 2007). Emissions rose from 2004 to 2005, increasing by 0.8 percent. The main causes of the increase is believed to be: (1) strong economic growth in 2005, leading to increased demand for electricity, and (2) an increase in the demand for electricity due to warmer summer conditions (EPA 2007). However, a decrease in demand for fuels due to warmer winter conditions and higher fuel prices moderated the increase in emissions (EPA 2007).

California is the second largest contributor in the U.S. of greenhouse gases and the sixteenth largest in the world (CEC 2006). In 2004, California produced 500 $MMTCO_2e$ (CEC 2007), including imported electricity and excluding combustion of international fuels and carbon sinks or storage, which is approximately 7 percent of U.S. emissions. The major source of greenhouse gases in California is transportation, contributing 41 percent of the State's total greenhouse gas emissions (CEC 2006). Electricity generation is the second largest source, contributing 22 percent of the State's greenhouse gas emissions (CEC 2006).

Table 1: Greenhouse Gases

Greenhouse Gas	Description and Physical Properties	Health Effects	Sources
Water Vapor	Water vapor is the most abundant, important, and variable greenhouse gas. In the atmosphere, it maintains the climate necessary for life.	There are no adverse health effects from water vapor. Some pollutants dissolve in it, which can enter the human body through the water vapor.	Sources include evaporation from the ocean and other water bodies, sublimation of ice and snow, and transpiration from plants.
Ozone (O3)	Ozone is a short-lived local greenhouse gas and photochemical pollutant. Tropospheric ozone changes contribute to radiative forcing on a global scale. GWPs for short-lived greenhouse gases, such as ozone and aerosols, are not defined by the IPCC.	Respiratory system irritation, reduction of lung capacity, asthma aggravation, inflammation of and damage to lung cells, aggravated cardiovascular disease, and/or permanent lung damage. Ozone also damages natural ecosystems such as forests and agricultural crops.	Ozone is formed from reactions of ozone precursors (nitrogen oxides [NO_X] and volatile organic compounds [VOC]) and sunlight in the atmosphere. VOC and NO_X are emitted from automobiles, solvents, and fuel combustion.
Aerosols	Aerosols are particulate matter suspended in the air. They are short-lived and remain in the atmosphere for about a week. Aerosols warm the atmosphere by absorbing heat and cool the atmosphere by reflecting light, with radiative forcing (R.F.) cooling effects of –1.2 W m-2. There is a low scientific understanding of the RF of individual aerosols, such as black carbon. Black carbon can cause warming from deposition on snow (+0.1 W m-2) and from suspensions in air (+0.2 W m-2). Reddy and Boucher (2007) identified a GWP of 761 for black carbon. Global cooling potentials for other aerosols in a metric similar to the GWP are not available.	Particulate matter can be inhaled directly into the lungs where it can be absorbed into the bloodstream. It is a respiratory irritant and can cause coughing, bronchitis, lung disease, respiratory illnesses, increased airway reactivity, and exacerbation of asthma. Particulate matter may have direct effects on the health, capacity, and productivity of the heart. Recent mortality studies have shown a statistically significant direct association between mortality and daily concentrations of particulate matter in the air. Non-health adverse effects include reduced visibility and soiling of property.	Sulfate aerosols are emitted when fuel containing sulfur is burned. Black carbon (or soot) is emitted during biomass burning and incomplete combustion of fossil fuels (such as diesel fuel).
Methane (CH4)	Methane is a flammable gas and is the main component of natural gas. GWP = 21.	There are no ill health effects from methane. Methane is violently reactive with oxidizers, halogens, and some halogen-containing compounds. Methane is an asphyxiant and may displace oxygen in an enclosed space.	A natural source of methane is from the anaerobic decay of organic matter. Methane is extracted from geological deposits (natural gas fields). Other sources are from landfills, fermentation of manure, and cattle.
Nitrous oxide (N_2O)	Nitrous oxide is also known as laughing gas and is a colorless greenhouse gas. GWP = 310.	Higher concentrations can cause dizziness, euphoria, and sometimes-mild hallucinations.	Microbial processes in soil and water, fuel combustion, and industrial processes.

Table 1 (Cont.): Greenhouse Gases

Greenhouse Gas	Description and Physical Properties	Health Effects	Sources
Carbon dioxide (CO_2)	Carbon dioxide is an odorless, colorless, natural greenhouse gas. GWP = 1.	Outdoor levels of carbon dioxide are not high enough to result in negative health effects. The National Institute for Occupational Safety and Health reference exposure levels of 5,000 ppm (averaged over 10 hours in a 40-hour workweek) and 30,000 ppm (averaged over 15 minutes), where health problems could include: headache; dizziness; skin tingling; breathing difficulty; increased heart rate, cardiac output, or blood pressure; coma; asphyxia; and/or convulsions.	Carbon dioxide is emitted from natural and anthropogenic sources. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood. The concentration in 2005 was 379 ppm, which is an increase of about 1.4 ppm per year since 1960.
Chloro-fluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in methane or ethane with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). GWPs range from 3,800 to 8,100.	CFCs are no longer being used; therefore, it is not likely that adverse health effects would be experienced. Nonetheless, in confined indoor locations, working with CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.	CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone; therefore, the Montreal Protocol on Substances that Deplete the Ozone Layer stopped their production in 1987.
Hydro-fluorocarbons (HFCs)	The HFCs with the largest measured atmospheric concentrations are HFC-23 and HFC-134a (10 ppt) and HFC-152a (1 ppt). GWPs: HFC-23 = 11,700, HFC-134a = 1,300, HFC-152a = 140.	Most HFCs do not have health effects associated with them. However, HFC-134a has a chronic inhalation exposure of 80 mg/m3; the critical effect is Leydig cell hyperplasia.	HFCs are synthetic manmade chemicals that are used as a substitute for CFCs in applications such as automobile air conditioners and refrigerants.
Per-fluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. GWPs range from 6,500 to 9,200.	High concentrations of CF_4 may cause confusion, headache, and effects on the cardiovascular system, resulting in cardiac disorders. Concentrations of CF_4 in the atmosphere are 70 ppt, which are too low to cause health effects.	Two main sources of PFCs are primary aluminum production and semiconductor manufacturing.
Sulfur hexafluoride	Sulfur hexafluoride is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. Concentrations in the 1990s were about 4 ppt. It has the highest GWP of any gas evaluated, 23,900.	High concentrations in confined areas can present a hazard of suffocation because it displaces the oxygen needed for breathing.	It is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

ppm = parts per million ppt = parts per trillion (measure of concentration in the atmosphere) GWP = global warming potential
Complied from a variety of sources, including: EPA 1995, EPA 2003, EPA 2006b, IPCC 2007, NIOSH 1989, NIOSH 1997, NIOSH 2005, OSHA 2003

2.2 - Regulatory Environment

2.2.1 - International and Federal

International and federal agreements have been enacted to deal with global climate change issues. In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change to assess "the scientific, technical and socio economic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation" (IPCC 2004).

On March 21, 1994, the United States joined a number of countries around the world in signing the United Nations Framework Convention on Climate Change. Under the Convention, governments do the following: gather and share information on greenhouse gas emissions, national policies, and best practices; launch national strategies for addressing greenhouse gas emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change (UNFCCC 2007).

A particularly notable result of the United Nations Framework Convention on Climate Change efforts is a treaty known as the Kyoto Protocol, which went into effect on February 16, 2005. When countries sign the treaty, they demonstrate their commitment to reduce their emissions of greenhouse gases or engage in emissions trading. More than 170 countries are currently participating in the Protocol. Industrialized countries are required to reduce their greenhouse gas emissions by an average of five percent below their 1990 levels by 2012.

The reduction targets established in the Kyoto Protocol can be met by reducing domestic greenhouse gas emissions, or by utilizing three mechanisms allowed under the Kyoto Protocol: Emissions Trading, Joint Implementation, and the Clean Development Mechanism. Joint Implementation is a mechanism for transfer of emissions permits from one Annex B country to another. The Clean Development Mechanism allows Project-based emission reduction activities in developing countries. Certificates are generated through this system from projects that lead to certifiable emissions reductions that would otherwise not occur.

In 1998, United States Vice President Al Gore symbolically signed the Protocol; however, in order for the Protocol to be formally ratified, the United States Congress must approve it. Congress did not do this during the Clinton Administration.

In October 1993, President Clinton announced his Climate Change Action Plan, which had a goal to return greenhouse gas emissions to 1990 levels by the year 2000. This was to be accomplished through 50 initiatives that relied on innovative voluntary partnerships between the private sector and government aimed at producing cost-effective reductions in greenhouse gas emissions.

The U.S. EPA currently does not regulate greenhouse gas emissions from motor vehicles. Massachusetts v. EPA (Supreme Court Case 05-1120) was argued before the United States Supreme Court on November 29, 2006, in which it was petitioned that EPA regulate four greenhouse gases, including carbon dioxide, under Section 202(a)(1) of the Clean Air Act. A decision was made on April 2, 2007, in which the Supreme Court held that petitioners have a standing to challenge the EPA and that the EPA has statutory authority to regulate emissions of greenhouse gases from new motor vehicles.

President Bush attended the Group of Eight (G8) 2008 Summit, which is an annual meeting attended by the leaders of eight countries, Canada, France, Germany, Italy, Japan, Russia, the United Kingdom, and the United States of America, and the President of the European Commission. The summit resolved with a broad pledge to work toward cutting greenhouse gas emissions by 50 percent by 2050. However, five developing nations at the meeting—China, India, Brazil, Mexico, and South Africa—issued their own statement rejecting this pledge.

G-8 Leaders agreed that actions by all major economies are essential for tackling climate change while also doing the following (WH 2008):

- Looking forward to and endorsing the positive contribution of the Major Economies Leaders Meeting to the UN Framework Convention on Climate Change process;
- Seeking to share with all parties of the UN Framework Convention on Climate Change the vision of moving to a low-carbon society, and together consider and adopt the goal of achieving at least a 50 percent reduction of global emissions by 2050, recognizing the need for contributions by all major economies;
- Recognizing that an effective post-2012 climate change regime will require all major economies, developed and developing, to commit to meaningful mitigation actions bound in a new international agreement;
- Welcoming the establishment of the Clean Technology Fund proposed by President Bush in September 2007, towards which the United States is pledging $2 billion over 3 years;
- Committing to increasing investment in clean energy technology research and development, with G-8 members who have so far pledged over $10 billion annually in direct government-funded research and development;
- Calling for enhanced efforts in the WTO Doha Round to eliminate tariff and non-tariff barriers to environmental goods and services with a view to significantly expanding dissemination of clean technology and services; and

- Agreeing to maximize implementation in each country of the International Energy Agency 25 recommendations on energy efficiency and supporting the new International Partnership for Energy Efficiency Cooperation.

2.2.2 - California

There has been significant legislative and regulatory activity regarding climate change and greenhouse gases in California, as discussed below.

Title 24. Although it was not originally intended to reduce greenhouse gases, California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. The latest amendments were made in October 2005 and currently require new homes to use half the energy they used only a decade ago. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

AB 1493. California Assembly Bill 1493 (Pavley), enacted on July 22, 2002, required the ARB to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. Regulations adopted by the ARB would apply to 2009 and later model year vehicles. The ARB estimates that the regulation would reduce climate change emissions from the light-duty passenger vehicle fleet by an estimated 18 percent in 2020 and by 27 percent in 2030 (ARB 2004). However, the regulation has been stalled by automaker lawsuits and by the U.S. EPA's refusal to grant California an implementation waiver. California is suing the federal government over the unprecedented failure to grant the waiver. Therefore, AB 1493 is not currently in effect.

Executive Order S-3-05. California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S 3-05, the following reduction targets for greenhouse gas emissions:

- By 2010, reduce greenhouse gas emissions to 2000 levels;
- By 2020, reduce greenhouse gas emissions to 1990 levels; and
- By 2050, reduce greenhouse gas emissions to 80 percent below 1990 levels (CA 2005).

To meet these targets, the Governor directed the Secretary of the California EPA to lead a Climate Action Team (CAT) made up of representatives from the Business, Transportation, and Housing Agency; the Department of Food and Agriculture; the Resources Agency; the Air Resources Board; the Energy Commission; and the Public Utilities Commission. The CAT's Report to the Governor in 2006 contains recommendations and strategies to help ensure the targets in Executive Order S-3-05 are met (CAT 2006).

The Governor signed **Executive Order S-01-07** on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. It also requires that a Low Carbon Fuel Standard for transportation fuels be established for California.

SB 1368. In 2006, the State Legislature adopted Senate Bill 1368 (SB 1368), which was subsequently signed into law by the Governor. SB 1368 directs the California Public Utilities Commission to adopt a performance standard for greenhouse gas emissions for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than five years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Due to the carbon content of its fuel source, a coal-fired plant cannot meet this standard because such plants emit roughly twice as much carbon as natural gas, combined cycle plants. Accordingly, the new law will effectively prevent California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. Thus, SB 1368 will lead to dramatically lower greenhouse gas emissions associated with California's energy demand, as SB 1368 will effectively prohibit California utilities from purchasing power from out of state producers that cannot satisfy the performance standard for greenhouse gas emissions required by SB 1368.

SB 97 was passed in August 2007 and added Section 21083.05 to the Public Resources Code. The code states "(a) On or before July 1, 2009, the Office of Planning and Research shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the Office of Planning and Research pursuant to subdivision (a)." Section 21097 was also added to the Public Resources Code. It indicates that the failure adequately analyzing the effects of greenhouse gases in a document related to the environmental review of a transportation project funded under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 does not create a cause of action for a violation. However, SB 97 does not safeguard non-transportation funded projects from court challenges for omitting a climate change analysis.

AB 32. In 2006, the California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 focuses on reducing greenhouse gas emissions in California. Greenhouse gases, as defined under AB 32, include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires that greenhouse gases emitted in California be reduced to 1990 levels by the year 2020. ARB is the State agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases.

The ARB Board approved the 1990 greenhouse gas emissions level of 427 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) on December 6, 2007. Therefore, in 2020, emissions in California are required to be at or below 427 $MMTCO_2e$.

Under the current "business as usual" scenario, statewide emissions are increasing at a rate of approximately 1 percent per year as noted below. Also shown are the average reductions needed from all statewide sources (including all existing sources) to reduce greenhouse gas emissions back to 1990 levels.

- 1990: 427 $MMTCO_2e$
- 2004: 480 $MMTCO_2e$ (an average 11 percent reduction needed to achieve 1990 base)
- 2008: 495 $MMTCO_2e$ (an average 14 percent reduction needed to achieve 1990 base)
- 2020: 600 $MMTCO_2e$ "Business As Usual" (an average 29 percent reduction needed to achieve 1990 base)

Under AB 32, the ARB published its Final Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California (ARB 2007). Discrete early action measures are currently underway or are enforceable by January 1, 2010. Early action measures are regulatory or non-regulatory and are currently in progress or to be initiated by the ARB in the 2007 to 2012 timeframe. The ARB has 44 early action measures that apply to the transportation, commercial, forestry, agriculture, cement, oil and gas, fire suppression, fuels, education, energy efficiency, electricity, and waste sectors. Of those early action measures, nine are considered discrete early action measures, as they are regulatory and enforceable by January 1, 2010. The ARB estimates that the 44 recommendations are expected to result in reductions of at least 42 $MMTCO_2e$ by 2020, representing approximately 25 percent of the 2020 target. CEQA is only mentioned once in the Early Action Measures report. The California Air Pollution Control Officer's Association suggested that ARB work with local air districts on approaches to review greenhouse gas impacts under the CEQA process, including significance thresholds for greenhouse gases for projects and to develop a process for capturing reductions that result from CEQA mitigations. ARB's response to this recommendation in the report is as follows: "the Governor's Office of Planning and Research is charged with providing statewide guidance on CEQA implementation. With respect to quantifying any reductions that result from project level mitigation of greenhouse gas emissions, we would like to see air districts take a lead role in tracking such reductions in their regions" (ARB 2007).

The ARB released a Climate Change Proposed Scoping Plan in October 2008. The Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (ARB 2008). The Plan was approved by the ARB Board at its meeting in December 2008. The measures in the Scoping Plan approved by the ARB Board will be developed over the next two years and be in place by 2012.

SB 375 passed the Senate on August 30, 2008 and was signed by the Governor on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of greenhouse gas emissions and contributes over 40 percent of the greenhouse gas emissions in California and automobiles and light trucks alone contribute almost 30 percent. SB 375 indicates that greenhouse gases from automobiles and light trucks can be reduced by new vehicle technology but significant reductions from changed land use patterns and improved transportation are necessary. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: 1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing greenhouse gas emissions, 2) aligns planning for transportation and housing, and 3) creates specified incentives for the implementation of the strategies. Concerning CEQA, SB 375, section 21159.28 states the following:

(a) If a residential or mixed-use residential project is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board pursuant to subparagraph (I) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code has accepted the metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets. If the project incorporates the mitigation measures required by an applicable prior environmental document, then any findings or other determinations for an exemption, a negative declaration, a mitigated negative declaration, a sustainable communities environmental assessment, an environmental impact report, or addenda prepared or adopted for the project pursuant to this division shall not be required to reference, describe, or discuss (1) growth inducing impacts; or (2) any project specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network.

(b) Any environmental impact report prepared for a project described in subdivision (a) shall not be required to reference, describe, or discuss a reduced residential density alternative to address the effects of car and light-duty truck trips generated by the project.

(c) "Regional transportation network," for purposes of this section, means all existing and proposed transportation system improvements, including the State transportation system, that were included in the transportation and air quality conformity modeling, including congestion modeling, for the final regional transportation plan adopted by the metropolitan planning organization, but shall not include local streets and roads. Nothing in the foregoing relieves any project from a requirement to comply with any conditions, exactions, or fees for the mitigation of the project's impacts on the structure, safety, or operations of the regional transportation network or local streets and roads.

(d) A residential or mixed-use residential project is a project where at least 75 percent of the total building square footage of the project consists of residential use or a project that is a transit priority project as defined in Section 21155.

2.2.3 - Local and Regional

County of Los Angeles

The Los Angeles County General Plan Mobility Element contains the goals and implementation policies for the county which pertain to the Avocado Heights Multi-Use Trail and reducing greenhouse gas emissions. The Mobility Element does not contain a multipurpose trail map at this time. The proposed trail is not included in and does not conflict with either the Bikeway Plan or the Pedestrian Plan, which are included in the Mobility Element. The multipurpose nature of the proposed project, and since it was not planned in the Mobility Element of the Los Angeles County General Plan make it an additional improvement to non-motorized mobility within the county. The project supports the following goals and policies of the Mobility Element and are aimed at reducing greenhouse gas emissions:

Goal M-1 - An accessible transportation system that ensure the mobility of people and goods throughout the county

> **Policy M.1.6 -** Create and upgrade pedestrian environments to increase walkability.

Goal M-2 - An efficient transportation system that effectively utilizes and expands multimodal transportation options.

> **Policy M 2.1 -** Encourage street standards that embrace the complete streets concept, which designs roadways for all users equally including pedestrians, bicyclists, motorists, people with disabilities, seniors, and users of public transit.

> **Policy M 2.5 -** Expand bicycle infrastructure and amenities throughout the County for both transportation and recreation.

> **Policy M 2.6 -** Ensure bike lanes, bike paths, and pedestrian connectivity in all future street improvements.

Goal M-4 - A transportation system that ensures the safety of all County residents.

> **Policy M 4.1 -** Design roads and intersections that protect pedestrians and bicyclists and reduce motor vehicle accidents.

SECTION 3: THRESHOLDS OF SIGNIFICANCE

CEQA requires that Lead Agencies inform decision makers and the public regarding potential significant environmental effects of proposed projects and feasible ways that environmental damage can be avoided or reduced, through feasible mitigation measures and/or project alternatives. The Lead Agencies must also disclose the reasons why a project is approved if significant environmental effects are involved (CEQA Guidelines Section 15002). CEQA also requires Lead Agencies to evaluate potential environmental effects based on, to the fullest extent possible, scientific and factual data (CEQA Guidelines Section 15064[b]). Significance conclusions must be based on substantial evidence, which includes facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts (CEQA Guidelines Section 15064f [5]).

On January 8, 2008, the California Air Pollution Control Officers Association (CAPCOA) released a paper to provide a common platform of information and tools for public agencies. The disclaimer states that it is not a guidance document but a resource to enable local decision makers to make the best decisions they can in the face of incomplete information during a period of change. The paper indicates that it is an interim resource and does not endorse any particular approach. It discusses three groups of potential thresholds, including a no significance threshold, a threshold of zero, and a non-zero threshold (CAPCOA 2008). The non-zero quantitative thresholds as identified in the paper range from 900 to 50,000 metric tons per year.

The Governor's Office of Planning and Research (OPR) is planning to publish new CEQA Guidelines pursuant to SB 97 by July 1, 2009, which will provide regulatory guidance on the analysis and mitigation of greenhouse gas emissions in CEQA documents. In the interim, OPR published a Technical Advisory, which offers informal guidance regarding the steps lead agencies should take to address climate change in their CEQA documents (OPR 2008). The paper indicates that each public agency needs to develop its own approach for climate change analyses. The steps for the analysis include the following: identify and quantify greenhouse gas emissions; assess the significance of impact; and identify alternatives and/or mitigation measures to reduce the impacts. The advisory does not specify thresholds or approaches for the analysis.

The OPR transmitted proposed SB 97 CEQA Guidelines Amendments to the Natural Resources Agency on April 13, 2009 (OPR 2009). The Natural Resources Agency will then begin a formal rulemaking process to certify and adopt the amendments as part of the state regulations implementing CEQA. The rulemaking process will be completed by January 1, 2010, as required by Public Resources Code section 21083.05(b). It its transmittal, the OPR included two new checklist questions: "Would the project: a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?"

Additionally, the guidelines contain a new section, 15064.4, Determining the Significance of Impacts from Greenhouse Gas Emissions, which states the following:

> (a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the Lead Agency consistent with the provisions in section 15064. A Lead Agency should make a good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. A Lead Agency shall have discretion to determine, in the context of a particular project, whether to: (1) Use a model or methodology to quantify greenhouse gas emissions resulting from a project, and which model or methodology to use. The Lead Agency has discretion to select the model it considers most appropriate provided it supports its decision with substantial evidence. The Lead Agency should explain the limitations of the particular model or methodology selected for use; or (2) Rely on a qualitative analysis or performance based standards.
>
> (b) A Lead Agency may consider the following when assessing the significance of impacts from greenhouse gas emissions on the environment: (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting; (2) Whether the project emissions exceed a threshold of significance that the Lead Agency determines applies to the project. (3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such regulations or requirements must be adopted by the relevant public agency through a public review process and must include specific requirements that reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

Pursuant to CEQA Guidelines 15064(h)(3), a Lead Agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located.

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing greenhouse gases (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, a Scoping Plan was adopted. The Scoping Plan outlines actions recommended to obtain that goal.

The Scoping Plan states that "The 2020 goal was established to be an aggressive, but achievable, mid-term target, and the 2050 greenhouse gas emissions reduction goal represents the level scientists believe is necessary to reach levels that will stabilize climate" (ARB 2008, page 4). The 2050 goal is in Executive Order S-3-05.

The year 2020 greenhouse gas emission reduction goal of AB 32 corresponds with the mid-term target established by S-3-05, which aims to reduce California's fair-share contribution of greenhouse gases in 2050 to levels that will stabilize the climate. Therefore, the threshold to be used for this project is as follows:

> Does the project comply with the provisions of an adopted Greenhouse Gas Reduction Plan or Strategy? If no such Plan or Strategy is applicable, would the project significantly hinder or delay California's ability to meet the reduction targets contained in AB 32?

SECTION 4: IMPACT ANALYSIS

4.1 - Inventory of Greenhouse Gases

Construction

The Project would emit greenhouse gases from upstream emission sources and direct sources (combustion of fuels from worker vehicles and construction equipment).

An upstream emission source (also known as life cycle emissions) refers to emissions that were generated during the manufacture of products to be used for construction of the project. Upstream emission sources for the project include but are not limited to the following: the manufacture of cement; the manufacture of steel; the manufacture of decomposed granite, and/or the transportation of materials. The upstream emissions were not estimated because they are not within the control of the project and to do so would be speculative at this time. Additionally, the CAPCOA White Paper on CEQA & Climate Change supports this conclusion by stating, "The full life-cycle of GHG [greenhouse gas] emissions from construction activities is not accounted for … and the information needed to characterize [life-cycle emissions] would be speculative at the CEQA analysis level" (CAPCOA 2008). Therefore, pursuant to CEQA Guidelines Section 15144 and 15145, upstream /life cycle, emissions are speculative and no further discussion is necessary.

Greenhouse gas emissions from construction were estimated using URBEMIS2007. Major construction-related activities include the following:

- Removal of existing sidewalks and portions of streets within the project site
- Construction of utilities and road improvements onsite
- Laying and grooming of trail surface

The Project construction plan indicates that portions of the Project site will be require fine grading, with approximately 2 acres being the maximum acreage graded on any one day. It was assumed that construction equipment would operate for 6 hours per day during the grading phase and the entire construction period would last for 8 weeks.

Note that details regarding construction, including the length of construction, the construction equipment list, and construction phase details were not available for incorporation into this assessment. Therefore, a worst-case scenario was developed to portray the maximum emissions on any one day during the various construction activities. One assumption made prior to running URBEMIS was 5000 cubic yards of decomposed granite would have to be imported. This was based on the length of the trail being 3.6 miles long, having a depth of 8 inches, and a width of 9.5 feet. The emissions for this import of material are contained within the fine grading phase of construction.

The emissions of carbon dioxide from Project construction equipment and worker vehicles are shown in Table 2 below. Emissions of nitrous oxide and methane are negligible. The emissions are from all phases of construction.

Table 2: Construction Exhaust Carbon Dioxide Emissions

Phase	Carbon Dioxide Emissions (tons)	Emissions ($MTCO_2e$)
Demolition	6.19	5.62
Trenching	13.79	12.51
Construction	93.73	85.03
Fine Grading and Material Import	58.03	52.64
Total	**171.74**	**155.80**

$MTCO_2e$ = metric tons of carbon dioxide equivalent, converted from tons by multiplying by 0.9072 and the global warming potential of 1.
Source of carbon dioxide emissions: URBEMIS2007 output in Appendix A.

Operation

The emissions of carbon dioxide from Project operation are shown in Table 3 below. The emissions are from trail maintenance construction equipment and worker vehicles. Emissions of nitrous oxide and methane are negligible.

Table 3: Operational Exhaust Carbon Dioxide Emissions

Phase	Carbon Dioxide Emissions (tons)	Emissions ($MTCO_2e$)
Trail maintenance	8	7
Total	**8**	**7**

$MTCO_2e$ = metric tons of carbon dioxide equivalent, converted from tons by multiplying by 0.9072 and the global warming potential of 1.
Source of carbon dioxide emissions: URBEMIS2007 output in Appendix A.

Negligible Greenhouse Gas Emissions

The Project does not contribute substantially to water vapor because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks rather than emissions from Project-related activities.

Ozone is a greenhouse gas; however, unlike the other greenhouse gases, ozone in the troposphere is relatively short-lived and can be reduced in the troposphere on a daily basis. Therefore, it is assumed that Project emissions of ozone precursors would not significantly contribute to climate change.

As mentioned previously, there is a ban on chlorofluorocarbons; therefore, the Project would not generate emissions of these greenhouse gases and they are not considered any further in this analysis.

Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which would be used by the Project. Therefore, it is not anticipated that the Project would emit any of these greenhouse gases.

4.2 - Greenhouse Gas Reduction Options

Although not required by statute or regulation, there are many voluntary greenhouse gas reduction strategies available for projects to reduce greenhouse gas emissions, some of which are assessed below to determine the applicability and feasibility of such reduction measures for the proposed project.

One of these strategies is from the Governor's Office of Planning and Research (OPR), which published a Technical Advisory, which offers informal guidance regarding the steps lead agencies should take to address climate change in their CEQA documents. The Advisory contains examples of mitigation measures used by some public agencies to reduce greenhouse gas emissions provided for illustrative purposes only. The measures were reviewed for applicability and one was found to be applicable to this project. Under the heading Energy Conservation Policies and Actions the measure which states, "Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points," applies to this Project. Since the Project is to create a trail that passes closely to schools the project embodies this measure.

The ARB released a Climate Change Proposed Scoping Plan in October 2008. The Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (ARB 2008). The Plan will be presented to the ARB Board for approval at its meeting in December 2008. The measures in the Scoping Plan approved by the ARB Board will be developed over the next two years and be in place by 2012. This Plan calls for an "ambitious but achievable" reduction in California's greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020. This Plan does not have any specific actions applicable to the Project.

The Attorney General's office has also published a list of potential mitigation measures for projects (AG 2008). These measures were assessed for feasibility and some were found to relate to the Project. The following measure is consistent with the proposed Project.

> Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.

4.3 - Level of Significance

The threshold to be used for this project is as follows:

> Does the project comply with the provisions of an adopted Greenhouse Gas Reduction Plan or Strategy? If no such Plan or Strategy is applicable, would the project significantly hinder or delay California's ability to meet the reduction targets contained in AB 32?

There is no adopted greenhouse gas reduction plan or strategy applicable to the project.

Construction emissions would be short term in nature and would occur before the year 2020. AB 32 requires that emissions in the State of California be reduced to 1990 levels before the year 2020. Although some greenhouse gases can remain in the atmosphere for long periods, AB 32 does not regulate concentrations. Therefore, emissions during construction are less than significant.

The Project will emit greenhouse gas emissions during construction and operation. However, these emissions are relatively small in quantity. Additionally, the Project objective is to provide a multi-use trail. The objective will result in reductions in vehicle miles traveled since the Project provides a facility for non-motorized transportation. The Project would provide recreational uses near existing residential uses thereby potentially reducing vehicle trips and the greenhouse gas emissions associated with those trips. Therefore, the Project results in a less than significant impact to climate change.

SECTION 5: REFERENCES

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Appendix A: URBEMIS 2007 Model Output

12/2/2008 4:11:05 PM

Urbemis 2007 Version 9.2.4

Detail Report for Annual Construction Mitigated Emissions (Tons/Year)

File Name: C:\Documents and Settings\DDelaney\Desktop\Avocado Heights Trail(Construction).urb924

Project Name: Avocado Heights Construction

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Annual Tons Per Year, Mitigated)

PM2.5 Dust	PM2.5 Exhaust	PM2.5 Total	CO2

2009	0.01	0.07	0.09	171.74
Demolition 01/05/2009-01/23/2009	0.00	0.00	0.00	6.19
Fugitive Dust	0.00	0.00	0.00	0.00
Demo Off Road Diesel	0.00	0.00	0.00	5.25
Demo On Road Diesel	0.00	0.00	0.00	0.00
Demo Worker Trips	0.00	0.00	0.00	0.93
Trenching 01/26/2009-02/13/2009	0.00	0.01	0.01	13.79
Trenching Off Road Diesel	0.00	0.01	0.01	12.86
Trenching Worker Trips	0.00	0.00	0.00	0.93
Building 02/16/2009-04/17/2009	0.00	0.04	0.04	93.73
Building Off Road Diesel	0.00	0.03	0.03	36.48
Building Vendor Trips	0.00	0.01	0.01	35.75
Building Worker Trips	0.00	0.00	0.00	21.50
Fine Grading 04/20/2009-05/04/2009	0.00	0.00	0.00	10.60
Fine Grading Dust	0.00	0.00	0.00	0.00
Fine Grading Off Road Diesel	0.00	0.00	0.00	0.00
Fine Grading On Road Diesel	0.00	0.00	0.00	10.60
Fine Grading Worker Trips	0.00	0.00	0.00	0.00
Fine Grading 04/20/2009-06/12/2009	0.01	0.02	0.04	47.43
Fine Grading Dust	0.01	0.00	0.01	0.00
Fine Grading Off Road Diesel	0.00	0.02	0.02	44.95
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.00	0.00	0.00	2.49

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 4/20/2009 - 6/12/2009 - Grooming of the trail surface

For Soil Stablizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:
PM10: 55% PM25: 55%
For Soil Stablizing Measures, the Equipment loading/unloading mitigation reduces emissions by:
PM10: 69% PM25: 69%
For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:
PM10: 44% PM25: 44%
For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:
PM10: 55% PM25: 55%
The following mitigation measures apply to Phase: Fine Grading 4/20/2009 - 5/4/2009 - Decomposed granite delivery
For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:
PM10: 44% PM25: 44%
For Unpaved Roads Measures, the Manage haul road dust 2x daily watering mitigation reduces emissions by:
PM10: 55% PM25: 55%

Phase Assumptions

Phase: Demolition 1/5/2009 - 1/23/2009 - Removal of current sidewalks and portions of the streets
Building Volume Total (cubic feet): 0
Building Volume Daily (cubic feet): 0
On Road Truck Travel (VMT): 0
Off-Road Equipment:
1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 4/20/2009 - 6/12/2009 - Grooming of the trail surface
Total Acres Disturbed: 4.2
Maximum Daily Acreage Disturbed: 1.05
Fugitive Dust Level of Detail: Default
20 lbs per acre-day
On Road Truck Travel (VMT): 0
Off-Road Equipment:
1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Fine Grading 4/20/2009 - 5/4/2009 - Decomposed granite delivery
Total Acres Disturbed: 0
Maximum Daily Acreage Disturbed: 0
Fugitive Dust Level of Detail: Default
20 lbs per acre-day
On Road Truck Travel (VMT): 454.55
Off-Road Equipment:

Phase: Trenching 1/26/2009 - 2/13/2009 - Minor trail area excavation and trenching for storm drain
Off-Road Equipment:
2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day
1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Building Construction 2/16/2009 - 4/17/2009 - Install new sidewalks, gutters, and driveway aprons, installation of storm drain
Off-Road Equipment:
1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day
2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day
1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day
3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

6/15/2009 1:46:01 PM

Urbemis 2007 Version 9.2.4

Detail Report for Annual Construction Unmitigated Emissions (Tons/Year)

File Name: C:\MBA\Archive\34320002 Avocado Heights\Avocado Heights Trail(Operation).urb924

Project Name: Avocado Heights Trail Operations

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Annual Tons Per Year, Unmitigated)

	CO2
2010	7.93
Fine Grading 08/02/2010-08/27/2010	7.93
Fine Grading Dust	0.00
Fine Grading Off Road Diesel	6.69
Fine Grading On Road Diesel	0.00
Fine Grading Worker Trips	1.24

Phase Assumptions

Phase: Fine Grading 8/2/2010 - 8/27/2010 - Trail Surface Maintenance

Total Acres Disturbed: 1

Maximum Daily Acreage Disturbed: 0.25

Fugitive Dust Level of Detail: Default

0 lbs per acre-day

On Road Truck Travel (VMT): 0.05

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 4 hours per day

1 Plate Compactors (8 hp) operating at a 0.43 load factor for 4 hours per day

1 Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 4 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 4 hours per day

Appendix C: Biological Resources Field Notes

Flora Compendia

Cupressaceae		**Cypress Family**
Cupressus	*sempervirens*	Italian cypress
Apocynaceae		**Dogbane Family**
Apocynum	*cannabinum var. glaberrimum*	Indian hemp
Euphorbiaceae		**Spurge Family**
Euphorbia	*eriantha*	beetle spurge
Fabaceae		**Legume Family**
Vicia	*americana*	American vetch
Lamiaceae		**Mint Family**
Scutellaria	*californica*	California skullcap
Magnoliaceae		**Magnolia Family**
Magnolia	*macrophylla*	big leaf magnolia
Malvaceae		**Mallow Family**
Sidalcea	*malviflora ssp. purpurea*	dwarf checkerbloom
Myoporaceae		**Myoporum Family**
Myoporum	*laetum*	myoporum
Nyctaginaceae		**Four O'Clock Family**
Abronia	*umbellata ssp. umbellata*	pink sand verbena
Solanaceae		**Nightshade Family**
Lycium	*pallidum var. oligospermum*	rabbit thorn
Violaceae		**Violet Family**
Viola	*tomentosa*	felt leaf violet
Viscaceae		**Mistletoe Family**
Arceuthobium	*siskiyouense*	knobcone pine dwarf mistletoe
Poaceae		**Grass Family**
Tridens	*muticus*	slim tridens
Trisetum	*canescens*	tall trisetum
Trisetum	*flavescens*	yellow oat grass

Accipiter cooperii

Cooper's hawk

Element Code: ABNKC12040

Status
Federal: None
State: None

NDDB Element Ranks
Global: G5
State: S3

Other Lists
CDFG Status:

Habitat Associations
General: WOODLAND, CHIEFLY OF OPEN, INTERRUPTED OR MARGINAL TYPE.
Micro: NEST SITES MAINLY IN RIPARIAN GROWTHS OF DECIDUOUS TREES, AS IN CANYON BOTTOMS ON RIVER FLOOD-PLAINS; ALSO, LIVE OAKS.

Occurrence No. 94 **Map Index:** 56014 **EO Index:** 56034

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 2001-07-12
Site: 2001-07-12
Record Last Updated: 2004-07-08

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.11697° / -117.96551°
UTM: Zone-11 N3775546 E410957
Radius: 2/5 mile
Elevation: 440 ft

Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT

Township: 01S
Range: 10W
Section: 06 **Qtr:** NE
Meridian: S

Location: SW PORTION OF THE SANTA FE FLOOD CONTROL BASIN, SOUTH OF THE INTERSECTION OF I-210 AND I-605, IRWINDALE.

Ecological: HABITAT ON PROJECT SITE: SOUTHERN WILLOW SCRUB. CANOPY:MATURE SALIX GOODDINGII W/ LESS AMTS POPULUS FREEMONTII, SALIX LASIOLEPIS, SALIX LAEVIGATA. UNDERSTORY:MAINLY WILLOW SAPLINGS W/SOME BACCHARIS SALICIFOLIA, NON-NATIVE INVASIVE SPECIES

General: 1 PAIR NOTED TO BE NESTING DURING 2001. FLEDGLINGS OBSERVED ALONG EASTERN PORTION OF WOODLAND. DENDROICA PETECHIA BREWSTERI DETECTED IN VICINITY.

Owner/Manager: UNKNOWN

Actinemys marmorata pallida

southwestern pond turtle — **Element Code:** ARAAD02032

Status
Federal: None
State: None

NDDB Element Ranks
Global: G3G4T2T3Q
State: S2

Other Lists
CDFG Status: SC

Habitat Associations
General: INHABITS PERMANENT OR NEARLY PERMANENT BODIES OF WATER IN MANY HABITAT TYPES; BELOW 6000 FT ELEV.
Micro: REQUIRE BASKING SITES SUCH AS PARTIALLY SUBMERGED LOGS, VEGETATION MATS, OR OPEN MUD BANKS. NEED SUITABLE NESTING SITES.

Occurrence No. 37 **Map Index:** 02268 **EO Index:** 13598

Dates Last Seen
Element: 1954-05-31
Site: 1987-XX-XX
Record Last Updated: 1995-10-31

Occ Rank: None
Origin: Natural/Native occurrence
Presence: Possibly Extirpated
Trend: Unknown

* SENSITIVE *

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

* SENSITIVE *
Lat/Long:
UTM:
Radius:
Elevation:
Mapping Precision:
Symbol Type:
Township:
Range:
Section:
Meridian:
Qtr:

Location: *SENSITIVE* Location information suppressed.
Location Detail: Please contact the California Natural Diversity Database, California Department of Fish and Game, for more information: (916) 324-3812.
Threat: AREA SUBJECT TO CONTROLLED INUNDATION.
Owner/Manager:

Occurrence No. 121 **Map Index:** 02314 **EO Index:** 28187

Dates Last Seen
Element: 1987-XX-XX
Site: 1987-XX-XX
Record Last Updated: 1995-12-20

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

* SENSITIVE *

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

* SENSITIVE *
Lat/Long:
UTM:
Radius:
Elevation:
Mapping Precision:
Symbol Type:
Township:
Range:
Section:
Meridian:
Qtr:

Location: *SENSITIVE* Location information suppressed.
Location Detail: Please contact the California Natural Diversity Database, California Department of Fish and Game, for more information: (916) 324-3812.

Owner/Manager:

Occurrence No. 122 **Map Index:** 02375 **EO Index:** 28183

Dates Last Seen
Element: 1977-10-XX
Site: 1987-XX-XX
Record Last Updated: 1991-06-12

Occ Rank: None
Origin: Natural/Native occurrence
Presence: Possibly Extirpated
Trend: Unknown

* SENSITIVE *

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

* SENSITIVE *
Lat/Long:
UTM:
Radius:
Elevation:
Mapping Precision:
Symbol Type:
Township:
Range:
Section:
Meridian:
Qtr:

Location: *SENSITIVE* Location information suppressed.
Location Detail: Please contact the California Natural Diversity Database, California Department of Fish and Game, for more information: (916) 324-3812.

Owner/Manager:

Actinemys marmorata pallida

southwestern pond turtle

Element Code: ARAAD02032

Status
Federal: None
State: None

NDDB Element Ranks
Global: G3G4T2T3Q
State: S2

Other Lists
CDFG Status: SC

Habitat Associations
General: INHABITS PERMANENT OR NEARLY PERMANENT BODIES OF WATER IN MANY HABITAT TYPES; BELOW 6000 FT ELEV.
Micro: REQUIRE BASKING SITES SUCH AS PARTIALLY SUBMERGED LOGS, VEGETATION MATS, OR OPEN MUD BANKS. NEED SUITABLE NESTING SITES.

Occurrence No. 123 **Map Index:** 02217 **EO Index:** 28182

Dates Last Seen
Element: 1965-03-XX
Site: 1987-XX-XX

Record Last Updated: 1991-06-12

*** SENSITIVE ***

Occ Rank: None
Origin: Natural/Native occurrence
Presence: Possibly Extirpated
Trend: Unknown

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

*** SENSITIVE ***

Lat/Long:
UTM:
Radius:
Elevation:
Mapping Precision:
Symbol Type:
Township:
Range:
Section:
Meridian:
Qtr:

Location: *SENSITIVE* Location information suppressed.

Location Detail: Please contact the California Natural Diversity Database, California Department of Fish and Game, for more information: (916) 324-3812.

Owner/Manager:

Antrozous pallidus

pallid bat

Element Code: AMACC10010

Status
Federal: None
State: None

NDDB Element Ranks
Global: G5
State: S3

Other Lists
CDFG Status: SC

Habitat Associations
General: DESERTS, GRASSLANDS, SHRUBLANDS, WOODLANDS & FORESTS. MOST COMMON IN OPEN, DRY HABITATS WITH ROCKY AREAS FOR ROOSTING.
Micro: ROOSTS MUST PROTECT BATS FROM HIGH TEMPERATURES. VERY SENSITIVE TO DISTURBANCE OF ROOSTING SITES.

Occurrence No. 185 **Map Index:** 54937 **EO Index:** 66648
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1936-03-14
Site: 1936-03-14
Record Last Updated: 2006-10-02

Quad Summary: Baldwin Park (3411718/109C), Azusa (3411728/109B)
County Summary: Los Angeles

Lat/Long: 34.12445º / -117.90652º
UTM: Zone-11 N3776326 E416405
Radius: 1 mile
Elevation: 550 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01N
Range: 10W
Section: 35 **Qtr:** XX
Meridian: S

Location: AZUSA.
Location Detail: EXACT LOCATION UNKNOWN. MAPPED IN THE GENERAL VICINITY OF AZUSA.
General: 1 MALE SPECIMEN COLLECTED BY L. LITTLE ON 20 AUG 1931, LI #9419. 1 MALE SPECIMEN COLLECTED ON 23 NOV 1935, 3 MALE SPECIMENS COLLECTED ON 14 MAR 1936 BY K.E. STAGER, LACM #9317, 9362-9364.
Owner/Manager: UNKNOWN

Occurrence No. 187 **Map Index:** 66533 **EO Index:** 66650
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1931-05-02
Site: 1931-05-02
Record Last Updated: 2006-10-02

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

Lat/Long: 34.06926º / -118.07215º
UTM: Zone-11 N3770355 E401067
Radius: 1 mile
Elevation: 260 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01S
Range: 11W
Section: 19 **Qtr:** XX
Meridian: S

Location: 2 MI W OF EL MONTE.
Location Detail: EXACT LOCATION UNKNOWN. MAPPED ACCORDING TO THE LAT/LONG COORDINATES GIVEN IN MANIS, WITH UNCERTAINTY OF 1609.344M. INCLUDES LOCALITY "VALLEY BLVD., 1 MI W EL MONTE."
General: 1 MALE AND 1 FEMALE COLLECTED BY L. LITTLE ON 1 NOV 1930, MVZ #71656-71657. 2 MALES AND 1 FEMALE COLLECTED BY L. LITTLE ON 2 MAY 1931, MVZ #71658-71659 & KU #9418.
Owner/Manager: UNKNOWN

Occurrence No. 197 **Map Index:** 34599 **EO Index:** 66660
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1932-04-15
Site: 1932-04-15
Record Last Updated: 2006-10-26

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

Lat/Long: 34.07405º / -118.03901º
UTM: Zone-11 N3770853 E404131
Radius: 1 mile
Elevation: 300 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01S
Range: 11W
Section: XX **Qtr:** XX
Meridian: S

Location: EL MONTE.
Location Detail: EXACT LOCATION UNKNOWN. MAPPED IN THE GENERAL VICINITY OF EL MONTE.
General: 1 UNKNOWN SPECIMEN COLLECTED BY J.C. VON BLOEKER 28 FEB 1932, LACM #30719. 2 MALE AND 1 FEMALE SPECIMEN COLLECTED BY L. LITTLE ON 15 APR 1932, LACM #3158-3159, 30736.
Owner/Manager: UNKNOWN

Aspidoscelis tigris stejnegeri

coastal western whiptail

Element Code: ARACJ02143

Status
Federal: None
State: None

NDDB Element Ranks
Global: G5T3T4
State: S2S3

Other Lists
CDFG Status:

Habitat Associations
General: FOUND IN DESERTS & SEMIARID AREAS WITH SPARSE VEGETATION AND OPEN AREAS. ALSO FOUND IN WOODLAND & RIPARIAN AREAS.
Micro: GROUND MAY BE FIRM SOIL, SANDY, OR ROCKY.

Occurrence No. 75 **Map Index:** 56014 **EO Index:** 56038

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 2001-07-12
Site: 2001-07-12
Record Last Updated: 2004-07-08

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.11697º / -117.96551º
UTM: Zone-11 N3775546 E410957
Radius: 2/5 mile
Elevation: 440 ft

Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT

Township: 01S
Range: 10W
Section: 06 **Qtr:** NE
Meridian: S

Location: SW PORTION OF THE SANTA FE FLOOD CONTROL BASIN, SOUTH OF THE INTERSECTION OF I-210 AND I-605, IRWINDALE.

Ecological: HABITAT ON PROJECT SITE: SOUTHERN WILLOW SCRUB. CANOPY:MATURE SALIX GOODDINGII W/ LESS AMTS POPULUS FREEMONTII, SALIX LASIOLEPIS, SALIX LAEVIGATA. UNDERSTORY:MAINLY WILLOW SAPLINGS W/SOME BACCHARIS SALICIFOLIA, NON-NATIVE INVASIVE SPECIES

General: UNKNOWN NUMBER OBSERVED/DETECTED DURING FOCUSED LEAST BELL'S VIREO SURVEYS CONDUCTED APR-JUL 2001. DENDROICA PETECHIA BREWSTERI DETECTED IN VICINITY.

Owner/Manager: UNKNOWN

California Walnut Woodland

Element Code: CTT71210CA

Status
Federal: None
State: None

NDDB Element Ranks
Global: G2
State: S2.1

Other Lists

Habitat Associations
General:
Micro:

Occurrence No. 38 **Map Index:** 02537 **EO Index:** 12448

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1985-XX-XX
Site: 1985-XX-XX
Record Last Updated: 1998-09-01

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.04555º / -117.87816º
UTM: Zone-11 N3767554 E418946
Area: 29.0 acres
Elevation: 900 ft

Mapping PrecisionSPECIFIC
Symbol Type:POLYGON

Township: 01S
Range: 10W
Section: XX **Qtr:** XX
Meridian: S

Location: WALNUT-WEST COVINA CORPORATE BOUNDARY, SSE OF SOUTH HILLS COUNTRY CLUB.

Location Detail: 1985 EXTENT MAPPED FROM INTERPRETATION OF AERIAL PHOTOS. BOUNDARY REPRESENTS 2 SMALL STANDS.

Ecological: MAPPED BY WIESLANDER SURVEY AS OPEN WOODLANDS OF JUGLANS CALIFORNICA.

General: NEEDS FIELD VERIFICATION. THIS WAS OCC #038 OF CTT71210CA.

Owner/Manager: UNKNOWN

Occurrence No. 39 **Map Index:** 02518 **EO Index:** 15064

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1985-XX-XX
Site: 1985-XX-XX
Record Last Updated: 1998-09-01

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.04314º / -117.89584º
UTM: Zone-11 N3767301 E417311
Area: 163.4 acres
Elevation: 940 ft

Mapping PrecisionSPECIFIC
Symbol Type:POLYGON

Township: 01S
Range: 10W
Section: XX **Qtr:** XX
Meridian: S

Location: SAN JOSE HILLS, ABOUT 1 MI S OF HOLLENCREST SCHOOL.

Location Detail: BOUNDARY REPRESENTS FIVE STANDS AS INTERPRETED FROM 1985 AERIAL PHOTOS.

Ecological: MAPPED BY WIESLANDER SURVEY AS OPEN CANOPY JUGLANS CALIFORNICA AND QUERCUS AGRIFOLIA.

General: NEEDS FIELD VERIFICATION. THIS WAS OCC #039 OF CTT71210CA.

Owner/Manager: UNKNOWN

Coccyzus americanus occidentalis

western yellow-billed cuckoo — **Element Code:** ABNRB02022

Status
Federal: Candidate
State: Endangered

NDDB Element Ranks
Global: G5T3Q
State: S1

Other Lists
CDFG Status:

Habitat Associations
General: RIPARIAN FOREST NESTER, ALONG THE BROAD, LOWER FLOOD-BOTTOMS OF LARGER RIVER SYSTEMS.
Micro: NESTS IN RIPARIAN JUNGLES OF WILLOW, OFTEN MIXED WITH COTTONWOODS, W/ LOWER STORY OF BLACKBERRY, NETTLES, OR WILD GRAPE.

Occurrence No. 73 **Map Index:** 25594 **EO Index:** 5430
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1951-05-XX
Site: 1951-05-XX
Record Last Updated: 1994-06-09

Quad Summary: Baldwin Park (3411718/109C), El Monte (3411811/110D)
County Summary: Los Angeles

Lat/Long: 34.06470º / -118.00450º
UTM: Zone-11 N3769785 E407305
Area:
Elevation: 275 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POLYGON
Township: 01S
Range: 11W
Section: XX **Qtr:** XX
Meridian: S

Location: SAN GABRIEL RIVER, NEAR EL MONTE.
Location Detail: SAN GABRIEL RIVER, FROM LOWER AZUSA ROAD TO SAN JOSE CREEK DIVERSION CHANNEL.
Threat: HABITAT MAY HAVE BEEN DESTROYED BY CHANNELIZATION AND DEVELOPMENT.
General: UNKNOWN NUMBER OF INDIVIDUALS DETECTED 10/12/1897, 5/5/07, 5/16/11, 7/20/29, JUNE-OCT 1949, & MAY 1951 (DATA REPORTED IN AUDUBON FIELD NOTES); 3 SPECIMENS COLLECTED BY UCLA ON UNKNOWN DATE; REPORTED AS "FAIRLY COMMON?" & "NESTING".
Owner/Manager: UNKNOWN

Dudleya multicaulis

many-stemmed dudleya

Element Code: PDCRA040H0

Status
Federal: None
State: None

NDDB Element Ranks
Global: G2
State: S2.1

Other Lists
CNPS List: 1B.2

Habitat Associations
General: CHAPARRAL, COASTAL SCRUB, VALLEY AND FOOTHILL GRASSLAND.
Micro: IN HEAVY, OFTEN CLAYEY SOILS OR GRASSY SLOPES. 0-790M.

Occurrence No. 15 **Map Index:** 48010 **EO Index:** 48010

Occ Rank: None
Origin: Natural/Native occurrence
Presence: Possibly Extirpated
Trend: Unknown

Dates Last Seen
Element: 1927-06-01
Site: 199X-XX-XX

Record Last Updated: 2002-05-28

Quad Summary: Yorba Linda (3311787/088A), Orange (3311777/088D), Baldwin Park (3411718/109C), La Habra (3311788/088B), Anaheim (3311778/088C), San Dimas (3411717/109D)

County Summary: Los Angeles, Orange

Lat/Long: 33.93148º / -117.88314º
UTM: Zone-11 N3754909 E418377
Radius: 5 mile
Elevation: 500 ft

Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT

Township: 03S
Range: 10W
Section: 01 **Qtr:** XX
Meridian: S

Location: SOUTHERN PUENTE HILLS, SANTA ANA CANON, ORANGE COUNTY.

Location Detail: EXACT LOCATION UNKNOWN, MAPPED IN SOUTHERN PORTION OF PUENTE HILLS IN ORANGE CANYON NEAR BREA CANYON BY CNDDB.

Ecological: SANDY SOIL.

General: ROBERTS (1987) FEELS THAT THIS OCC IS PROBABLY EXTIRPATED.

Owner/Manager: PVT

Empidonax traillii extimus

southwestern willow flycatcher — **Element Code:** ABPAE33043

Status
Federal: Endangered
State: Endangered

NDDB Element Ranks
Global: G5T1T2
State: S1

Other Lists
CDFG Status:

Habitat Associations
General: RIPARIAN WOODLANDS IN SOUTHERN CALIFORNIA.
Micro:

Occurrence No. 44 **Map Index:** 39017 **EO Index:** 59154

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1906-09-14
Site: 1906-09-14
Record Last Updated: 2005-01-04

Quad Summary: Mt. Wilson (3411821/110A), El Monte (3411811/110D), Los Angeles (3411812/110C), Pasadena (3411822/110B)

County Summary: Los Angeles

Lat/Long: 34.15159º / -118.15084º
UTM: Zone-11 N3779562 E393908
Radius: 5 mile
Elevation: 1,000 ft

Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT

Township: 01N
Range: 12W
Section: 21 **Qtr:** XX
Meridian: S

Location: PASADENA.

Location Detail: EXACT LOCATION NOT KNOWN; SITE MAPPED IN GENERAL AREA OF PASADENA. 1905 & 1906 RECORDS FROM "PASADENA, ARROYO SECO"

General: MVZ #13047 (EGG SET) COLLECTED 10 JUN 1893 BY R. ARNOLD. MVZ #33366-33374 (7 MALE & 2 FEMALE STUDY SKINS) COLLECTED BETWEEN 28 MAY 1895 & 6 AUG 1900 BY J. GRINNELL. MVZ #12434 & 33380 (MALE STUDY SKINS) COLLECTED 12 SEP 1905 & 14 SEP 1906.

Owner/Manager: UNKNOWN

Eumops perotis californicus

western mastiff bat — **Element Code:** AMACD02011

Status
Federal: None
State: None

NDDB Element Ranks
Global: G5T4
State: S3?

Other Lists
CDFG Status: SC

Habitat Associations
General: MANY OPEN, SEMI-ARID TO ARID HABITATS, INCLUDING CONIFER & DECIDUOUS WOODLANDS, COASTAL SCRUB, GRASSLANDS, CHAPARRAL ETC
Micro: ROOSTS IN CREVICES IN CLIFF FACES, HIGH BUILDINGS, TREES & TUNNELS.

Occurrence No. 56 **Map Index:** 66298 **EO Index:** 66383
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1918-07-23
Site: 1918-07-23
Record Last Updated: 2006-09-26

Quad Summary: El Monte (3411811/110D), Los Angeles (3411812/110C)
County Summary: Los Angeles

Lat/Long: 34.09528º / -118.12702º
UTM: Zone-11 N3773294 E396035
Radius: 1 mile
Elevation:
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01S
Range: 12W
Section: 10 **Qtr:** XX
Meridian: S

Location: ALHAMBRA.
Location Detail: EXACT LOCATION UNKNOWN. MAPPED IN THE GENERAL VICINITY OF CENTRAL ALHAMBRA.
General: UNKNOWN SPECIMENS COLLECTED 14 DEC 1889, 18 OCT 1890, 30 SEP 1907 AND 6 MAY 1918 AND DEPOSITED AT USNM, AMNH, UIMNH AND UCLA, RESPECTIVELY. 1 MALE SPECIMEN COLLECTED BY L.E. WYMAN ON 23 JUL 1918, LACM #420.
Owner/Manager: UNKNOWN

Occurrence No. 57 **Map Index:** 66299 **EO Index:** 66384
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1964-08-09
Site: 1964-08-09
Record Last Updated: 2006-11-02

Quad Summary: Baldwin Park (3411718/109C), Azusa (3411728/109B)
County Summary: Los Angeles

Lat/Long: 34.12584º / -117.89336º
UTM: Zone-11 N3776470 E417620
Radius: 1 mile
Elevation: 600 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01N
Range: 10W
Section: 35 **Qtr:** XX
Meridian: S

Location: AZUSA.
Location Detail: INCLUDES SPECIFIC LOCATION "CITRUS JR. COLLEGE." 1 COLL., LACM #581. 3 COLL. 1919, CAS #2711-2712, MVZ #30102. UNKNOWN COLL. 1925, DEPOSITED AT SBMNH. 16 COLL., 1935, LACM #9319-9361. 1 COLL. 1943, SBMNH. (CONT. GENERAL.)
General: 10 COLL.1942, 2 COLL. 1943, LACM19539-19540, 69469-69538, ROM78137, MVZ183487. 1 COLL. 1948, KU150208. 1 COLL. 1953/1959, CSUN/LACM. 1 COLL. 1958 & 1959, LACM37578 & 31658. 8 COLL., 1964, MVZ167690-167697. 1 COLL. 1964/1965, MVZ/SDSU.
Owner/Manager: UNKNOWN

Occurrence No. 59 **Map Index:** 57486 **EO Index:** 66388
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1958-XX-XX
Site: 1958-XX-XX
Record Last Updated: 2006-10-27

Quad Summary: San Dimas (3411717/109D), Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.09021º / -117.89002º
UTM: Zone-11 N3772516 E417893
Radius: 1 mile
Elevation: 560 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01S
Range: 10W
Section: 13 **Qtr:** XX
Meridian: S

Location: COVINA.
Location Detail: 1, UNKNOWN DATE, 3 COLL. 1919 & 4 COLL. 1920 BY HOWELL, LACM30250, MVZ149152-149153, 29940, LACM579-580, 582, FMNH21909. 2 COLL. BY HORNUNG, 1 COLL. (BY UNKNOWN) 1920, LACM780-781, LACM#1243. 1 COLL. 1918, AT UCLA. 2 COLL. 1919, UCLA & USNM
General: 4 COLL. BY LITTLE 1920 /1921, FMNH23766-23767/MVZ71732-71733. 1 COLL. 1923, AT UCLA. 12 COLL. 1952 & 1954 BY NORTHERN, KU160270, LACM37576, 37577, 37661-37671. 23 COLL. BY NORTHERN & MCLAUGHLIN 1957, LACM37552-37574. 1 COLL. 1958, AT LACM.
Owner/Manager: UNKNOWN

Horkelia cuneata ssp. puberula

mesa horkelia

Element Code: PDROS0W045

Status
Federal: None
State: None

NDDB Element Ranks
Global: G4T2
State: S2.1

Other Lists
CNPS List: 1B.1

Habitat Associations
General: CHAPARRAL, CISMONTANE WOODLAND, COASTAL SCRUB.
Micro: SANDY OR GRAVELLY SITES. 70-810M.

Occurrence No. 15 **Map Index:** 54932 **EO Index:** 54932
Occ Rank: None
Origin: Natural/Native occurrence
Presence: Possibly Extirpated
Trend: Unknown

Dates Last Seen
Element: 1932-05-23
Site: 1932-05-23
Record Last Updated: 2004-04-05

Quad Summary: Baldwin Park (3411718/109C), Azusa (3411728/109B)
County Summary: Los Angeles

Lat/Long: 34.11465º / -117.98008º
UTM: Zone-11 N3775302 E409611
Radius: 1 mile
Elevation: 350 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01S
Range: 11W
Section: 01 **Qtr:** XX
Meridian: S

Location: SAN GABRIEL WASH AT ARROW HIGHWAY.

Location Detail: EXACT LOCATION UNINOWN. MAPPED AS BEST GUESS BY CNDDB, IN THE VICINITY OF THE SAN GABRIEL RIVER AT THE ARROW HWY, JUST WEST OF THE SANTA FE FLOOD CONTROL BASIN.

Threat: DEVELOPMENT.

General: UNKNOWN NUMBER OF PLANT SEEN IN 1932. PER M. SKINNER, POPULATIONS IN THE L. A. BASIN ARE PRESUMED EXTIRPATED DUE TO DEVELOPMENT IN AREA SINCE DATE OF COLLECTION. WE LABELED THIS OCC "POSS. EXTIRPATED" SINCE THERE COULD BE HABITAT IN WASH.

Owner/Manager: UNKNOWN

Occurrence No. 16 **Map Index:** 54934 **EO Index:** 54934
Occ Rank: None
Origin: Natural/Native occurrence
Presence: Possibly Extirpated
Trend: Unknown

Dates Last Seen
Element: XXXX-XX-XX
Site: XXXX-XX-XX
Record Last Updated: 2004-04-05

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.10330º / -117.93636º
UTM: Zone-11 N3774005 E413632
Radius: 4/5 mile
Elevation: 460 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01S
Range: 10W
Section: 09 **Qtr:** XX
Meridian: S

Location: NEAR IRWINDALE.

Location Detail: EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB, IN THE VICINITY OF IRWINDALE, SE OF THE SANTA FE FLOOD CONTROL BASIN.

Threat: DEVELOPMENT.

General: ONLY INFORMATION FOR THIS SITE IS "FAIRLY RECENT" COLLECTION BY LAPRE & MULROY MENTIONED IN MANUSCRIPT EXCERPT BY B. ERTTER IN 1993. ERTTER FAILED TO RELOCATE THIS " WELL-DESCRIBED POPULATION" DURNG AN UNDATED SITE VISIT. NEEDS FIELDWORK.

Owner/Manager: UNKNOWN

Occurrence No. 17 **Map Index:** 54937 **EO Index:** 54937
Occ Rank: None
Origin: Natural/Native occurrence
Presence: Extirpated
Trend: Unknown

Dates Last Seen
Element: 1929-03-02
Site: 1929-03-02
Record Last Updated: 2004-04-05

Quad Summary: Baldwin Park (3411718/109C), Azusa (3411728/109B)
County Summary: Los Angeles

Lat/Long: 34.12445º / -117.90652º
UTM: Zone-11 N3776326 E416405
Radius: 1 mile
Elevation: 550 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01N
Range: 10W
Section: 35 **Qtr:** XX
Meridian: S

Location: 1.0 MILE SOUTH OF AZUSA.

Location Detail: EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB, 1.0 MILE SOUTH OF AZUSA AT ARROW HWY AND HWY 39.

Threat: DEVELOPMENT.

General: UNKNOWN NUMBER OF PLANTS SEEN IN 1929. 1910 COLLECTION BY JOHNSON FROM "AZUSA" ATTRIBUTED TO THIS SITE. PER M. SKINNER, POPULATIONS IN THE L. A. BASIN ARE PRESUMED EXTIRPATED DUE TO DEVELOPMENT IN AREA SINCE DATE OF COLLECTION.

Owner/Manager: UNKNOWN

Horkelia cuneata ssp. puberula

mesa horkelia

Element Code: PDROS0W045

Status
Federal: None
State: None

NDDB Element Ranks
Global: G4T2
State: S2.1

Other Lists
CNPS List: 1B.1

Habitat Associations
General: CHAPARRAL, CISMONTANE WOODLAND, COASTAL SCRUB.
Micro: SANDY OR GRAVELLY SITES. 70-810M.

Occurrence No. 22 **Map Index:** 54944 **EO Index:** 54944
Occ Rank: None
Origin: Natural/Native occurrence
Presence: Extirpated
Trend: Unknown

Dates Last Seen
Element: 1911-04-03
Site: 1911-04-03
Record Last Updated: 2004-04-05

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

Lat/Long: 34.09227º / -118.10543º
UTM: Zone-11 N3772938 E398023
Radius: 1 mile
Elevation: 400 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01S
Range: 12W
Section: 11 **Qtr:** XX
Meridian: S

Location: ALHAMBRA.

Location Detail: EXACT LOCATION UNKNOWN. MAPPED AS BEST GUESS BY CNDDB, IN THE VICINITY OF ALHAMBRA.

Threat: DEVELOPMENT.

General: 1854 COLL BY BIGELOW FROM "SAN GABRIEL" ATTRIBUTED TO THIS SITE. UNK NUMBER OF PLANTS SEEN IN 1854 & 1911. PER M. SKINNER, POPULATIONS IN THE L. A. BASIN ARE PRESUMED EXTIRPATED DUE TO DEVELOPMENT IN AREA SINCE DATE OF COLLECTION.

Owner/Manager: UNKNOWN

Icteria virens

yellow-breasted chat

Element Code: ABPBX24010

Status
Federal: None
State: None

NDDB Element Ranks
Global: G5
State: S3

Other Lists
CDFG Status: SC

Habitat Associations
General: SUMMER RESIDENT; INHABITS RIPARIAN THICKETS OF WILLOW & OTHER BRUSHY TANGLES NEAR WATERCOURSES.
Micro: NESTS IN LOW, DENSE RIPARIAN, CONSISTING OF WILLOW, BLACKBERRY, WILD GRAPE; FORAGES AND NESTS WITHIN 10 FT OF GROUND.

Occurrence No. 100 **Map Index:** 56014 **EO Index:** 56033
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 2001-07-12
Site: 2001-07-12
Record Last Updated: 2004-07-08

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.11697º / -117.96551º
UTM: Zone-11 N3775546 E410957
Radius: 2/5 mile
Elevation: 440 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01S
Range: 10W
Section: 06 **Qtr:** NE
Meridian: S

Location: SW PORTION OF THE SANTA FE FLOOD CONTROL BASIN, SOUTH OF THE INTERSECTION OF I-210 AND I-605, IRWINDALE.

Location Detail: DETECTED ALONG PERIMETER OF WILLOW SCRUB, USUALLY IN STANDS OF MULEFAT.

Ecological: HABITAT CONSISTS OF SOUTHERN WILLOW SCRUB. CANOPY: MATURE SALIX GOODDINGII W/ LESS AMTS OF POPULUS FREEMONTII, SALIX LASIOLEPIS, SALIX LAEVIGATA. UNDERSTORY: MAINLY WILLOW SAPLINGS W/SOME BACCHARIS SALICIFOLIA, NON-NATIVE INVASIVE SPECIES

General: CHATS OBSERVED/DETECTED THROUGHTOUT THE SITE DURING SURVEYS CONDUCTED APR-JUL 2001. FLEDGLINGS OBSERVED LATE IN THE SEASON. DENDROICA PETECHIA BREWSTERI DETECTED IN VICINITY.

Owner/Manager: UNKNOWN

Lasiurus cinereus

hoary bat

Element Code: AMACC05030

Status
Federal: None
State: None

NDDB Element Ranks
Global: G5
State: S4?

Other Lists
CDFG Status:

Habitat Associations
General: PREFERS OPEN HABITATS OR HABITAT MOSAICS, WITH ACCESS TO TREES FOR COVER & OPEN AREAS OR HABITAT EDGES FOR FEEDING.
Micro: ROOSTS IN DENSE FOLIAGE OF MEDIUM TO LARGE TREES. FEEDS PRIMARILY ON MOTHS. REQUIRES WATER.

Occurrence No. 42 **Map Index:** 54937 **EO Index:** 68799

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1925-10-01
Site: 1925-10-01
Record Last Updated: 2007-03-15

Quad Summary: Baldwin Park (3411718/109C), Azusa (3411728/109B)
County Summary: Los Angeles

Lat/Long: 34.12445º / -117.90652º
UTM: Zone-11 N3776326 E416405
Radius: 1 mile
Elevation: 550 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01N
Range: 10W
Section: 35 **Qtr:** XX
Meridian: S

Location: AZUSA.
Location Detail: EXACT LOCATION UNKNOWN. MAPPED AS BEST ESTIMATE.
General: 1 FEMALE SPECIMEN (LACM #9092) COLLECTED BY K.E. STAGER ON 1 OCT 1925.
Owner/Manager: UNKNOWN

Occurrence No. 59 **Map Index:** 54944 **EO Index:** 68818

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1922-11-28
Site: 1922-11-28
Record Last Updated: 2007-03-16

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

Lat/Long: 34.09227º / -118.10543º
UTM: Zone-11 N3772938 E398023
Radius: 1 mile
Elevation: 400 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01S
Range: 12W
Section: 11 **Qtr:** XX
Meridian: S

Location: SAN GABRIEL.
Location Detail: EXACT LOCATION UNKNOWN. MAPPED AS BEST ESTIMATE CENTERED ON SAN GABRIEL.
General: 1 MALE SPECIMEN (CAS #6912) COLLECTED BY J.S. ROWLEY ON 28 NOV 1922.
Owner/Manager: UNKNOWN

Lasiurus xanthinus

western yellow bat

Element Code: AMACC05070

Status
Federal: None
State: None

NDDB Element Ranks
Global: G5
State: S3

Other Lists
CDFG Status:

Habitat Associations
General: FOUND IN VALLEY FOOTHILL RIPARIAN, DESERT RIPARIAN, DESERT WASH, AND PALM OASIS HABITATS.
Micro: ROOSTS IN TREES, PARTICULARLY PALMS. FORAGES OVER WATER AND AMONG TREES.

Occurrence No. 9 **Map Index:** 54937 **EO Index:** 58860
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1987-11-12
Site: 1987-11-12
Record Last Updated: 2004-12-21

Quad Summary: Baldwin Park (3411718/109C), Azusa (3411728/109B)
County Summary: Los Angeles

Lat/Long: 34.12445º / -117.90652º
UTM: Zone-11 N3776326 E416405
Radius: 1 mile
Elevation: 550 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01N
Range: 10W
Section: 35 **Qtr:** XX
Meridian: S

Location: AZUSA.
Location Detail: EXACT LOCATION UNKNOWN. MAPPED IN THE VICINTY OF AZUSA.
General: 1 MALE SPECIMEN COLLECTED 12 NOV 1987 BY D. CONSTANTINE AT "AZUSA." DEPOSITED AT MVZ #181876.
Owner/Manager: UNKNOWN

Lepus californicus bennettii

San Diego black-tailed jackrabbit — **Element Code:** AMAEB03051

Status
Federal: None
State: None

NDDB Element Ranks
Global: G5T3?
State: S3?

Other Lists
CDFG Status: SC

Habitat Associations
General: INTERMEDIATE CANOPY STAGES OF SHRUB HABITATS & OPEN SHRUB / HERBACEOUS & TREE / HERBACEOUS EDGES.
Micro: COASTAL SAGE SCRUB HABITATS IN SOUTHERN CALIFORNIA.

Occurrence No. 47 **Map Index:** 56014 **EO Index:** 56039
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 2001-07-12
Site: 2001-07-12
Record Last Updated: 2004-07-08

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.11697º / -117.96551º
UTM: Zone-11 N3775546 E410957
Radius: 2/5 mile
Elevation: 440 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01S
Range: 10W
Section: 06 **Qtr:** NE
Meridian: S

Location: SW PORTION OF THE SANTA FE FLOOD CONTROL BASIN, SOUTH OF THE INTERSECTION OF I-210 AND I-605, IRWINDALE.

Ecological: HABITAT ON PROJECT SITE: SOUTHERN WILLOW SCRUB. CANOPY:MATURE SALIX GOODDINGII W/ LESS AMTS POPULUS FREEMONTII, SALIX LASIOLEPIS, SALIX LAEVIGATA. UNDERSTORY:MAINLY WILLOW SAPLINGS W/SOME BACCHARIS SALICIFOLIA, NON-NATIVE INVASIVE SPECIES

General: UNKNOWN NUMBER OBSERVED/DETECTED DURING FOCUSED LEAST BELL'S VIREO SURVEYS CONDUCTED APR-JUL 2001. DENDROICA PETECHIA BREWSTERI DETECTED IN VICINITY.

Owner/Manager: UNKNOWN

Linanthus orcuttii

Orcutt's linanthus

Element Code: PDPLM090X0

Status
Federal: None
State: None

NDDB Element Ranks
Global: G4
State: S2.3

Other Lists
CNPS List: 1B.3

Habitat Associations
General: CHAPARRAL, LOWER MONTANE CONIFEROUS FOREST.
Micro: SOMETIMES IN DISTURBED AREAS; OFTEN IN GRAVELLY CLEARINGS. 1060-2000M.

Occurrence No. 14 **Map Index:** 39017 **EO Index:** 48599
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1925-05-18
Site: 1925-05-18
Record Last Updated: 2002-08-16

Quad Summary: Mt. Wilson (3411821/110A), El Monte (3411811/110D), Los Angeles (3411812/110C), Pasadena (3411822/110B)
County Summary: Los Angeles

Lat/Long: 34.15159º / -118.15084º
UTM: Zone-11 N3779562 E393908
Radius: 5 mile
Elevation: 1,000 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01N
Range: 12W
Section: 21 **Qtr:** XX
Meridian: S

Location: PASADENA.
Location Detail: EXACT LOCATION NOT KNOWN; SITE MAPPED IN GENERAL AREA OF PASADENA.
General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS 1925 COLLECTION BY HART. NEEDS FIELDWORK.
Owner/Manager: UNKNOWN

Nyctinomops femorosaccus

pocketed free-tailed bat

Element Code: AMACD04010

Status
Federal: None
State: None

NDDB Element Ranks
Global: G4
State: S2S3

Other Lists
CDFG Status: SC

Habitat Associations
General: VARIETY OF ARID AREAS IN SOUTHERN CALIFORNIA; PINE-JUNIPER WOODLANDS, DESERT SCRUB, PALM OASIS, DESERT WASH, DESERT RIPA
Micro: ROCKY AREAS WITH HIGH CLIFFS.

Occurrence No. 14 **Map Index:** 57486 **EO Index:** 68715

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1985-04-30
Site: 1985-04-30

Record Last Updated: 2007-03-14

Quad Summary: San Dimas (3411717/109D), Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.09021º / -117.89002º
UTM: Zone-11 N3772516 E417893
Radius: 1 mile
Elevation: 560 ft

Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT

Township: 01S
Range: 10W
Section: 13 **Qtr:** XX
Meridian: S

Location: COVINA.

General: 1 FEMALE SPECIMEN (MVZ #181959) COLLECTED AT "COVINA" BY DENNY G. CONSTANTINE ON 30 APR 1985.

Owner/Manager: UNKNOWN

Nyctinomops macrotis

big free-tailed bat

Element Code: AMACD04020

Status
Federal: None
State: None

NDDB Element Ranks
Global: G5
State: S2

Other Lists
CDFG Status: SC

Habitat Associations
General: LOW-LYING ARID AREAS IN SOUTHERN CALIFORNIA.
Micro: NEED HIGH CLIFFS OR ROCKY OUTCROPS FOR ROOSTING SITES. FEEDS PRINCIPALLY ON LARGE MOTHS.

Occurrence No. 3 **Map Index:** 54937 **EO Index:** 59561
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1997-10-02
Site: 1997-10-02
Record Last Updated: 2005-01-21

Quad Summary: Baldwin Park (3411718/109C), Azusa (3411728/109B)
County Summary: Los Angeles

Lat/Long: 34.12445º / -117.90652º
UTM: Zone-11 N3776326 E416405
Radius: 1 mile
Elevation: 550 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01N
Range: 10W
Section: 35 **Qtr:** XX
Meridian: S

Location: AZUSA.
Location Detail: EXACT LOCATION UNKNOWN. LOCATION ONLY GIVEN AS "AZUSA". MAPPED IN THE VICINTY OF AZUSA.
General: 1 FEMALE SPECIMEN COLLECTED 2 OCT 1997 BY D. CONSTANTINE AT "AZUSA." DEPOSITED AT LACM #94037.
Owner/Manager: UNKNOWN

Phacelia stellaris

Brand's star phacelia

Element Code: PDHYD0C510

Status
Federal: Candidate
State: None

NDDB Element Ranks
Global: G1G2
State: S1.1

Other Lists
CNPS List: 1B.1

Habitat Associations
General: COASTAL SCRUB, COASTAL DUNES.
Micro: OPEN AREAS. 5-1515M.

Occurrence No. 1 **Map Index:** 26517 **EO Index:** 1567

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1935-03-18
Site: 1935-03-18
Record Last Updated: 1996-02-08

Quad Summary: Baldwin Park (3411718/109C), El Monte (3411811/110D)
County Summary: Los Angeles

Lat/Long: 34.07029º / -118.00219º
UTM: Zone-11 N3770402 E407524
Radius: 1 mile
Elevation: 300 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01S
Range: 11W
Section: XX **Qtr:** XX
Meridian: S

Location: SAN GABRIEL RIVER, 2 MILES EAST OF EL MONTE.

Ecological: ALLUVIAL SAND.

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS 1935 COLLECTION BY KECK. ORGINAL LABEL P. DOUGLASII VAR. CRYPTANTHA; NOT FURTHER ANNOTATED.

Owner/Manager: UNKNOWN

Phrynosoma coronatum (blainvillii population)

coast (San Diego) horned lizard — **Element Code:** ARACF12021

Status
Federal: None
State: None

NDDB Element Ranks
Global: G4G5
State: S3S4

Other Lists
CDFG Status: SC

Habitat Associations
General: INHABITS COASTAL SAGE SCRUB AND CHAPARRAL IN ARID AND SEMI-ARID CLIMATE CONDIT
Micro: PREFERS FRIABLE, ROCKY, OR SHALLOW SANDY SOILS.

Occurrence No. 48 **Map Index:** 02495 **EO Index:** 28114

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1949-09-17
Site: 1949-09-17
Record Last Updated: 1989-08-10

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.09975º / -117.91180º
UTM: Zone-11 N3773591 E415894
Radius: 1 mile
Elevation: 480 ft

Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT

Township: 01S
Range: 10W
Section: 10 **Qtr:** NW
Meridian: S

Location: SAN DIMAS WASH, 1 MI W COVINA.

General: LACM #4281 FROM MCGURTY 1980 REPT TO DFG.

Owner/Manager: UNKNOWN

Occurrence No. 49 **Map Index:** 02272 **EO Index:** 28120

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1954-07-15
Site: 1954-07-15
Record Last Updated: 1989-08-10

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

Lat/Long: 34.06389º / -118.07257º
UTM: Zone-11 N3769758 E401022
Radius: 1 mile
Elevation: 250 ft

Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT

Township: 01S
Range: 11W
Section: XX **Qtr:** XX
Meridian: S

Location: 3 MI SE OF SAN GABRIEL.

General: LACM #4284 FROM MCGURTY 1980 REPT TO DFG.

Owner/Manager: UNKNOWN

Occurrence No. 131 **Map Index:** 02327 **EO Index:** 28079

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1960-04-15
Site: 1960-04-15
Record Last Updated: 1999-06-10

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

Lat/Long: 34.00165º / -118.03837º
UTM: Zone-11 N3762825 E404108
Area:
Elevation: 500 ft

Mapping PrecisionNON-SPECIFIC
Symbol Type:POLYGON

Township: 02S
Range: 11W
Section: 16 **Qtr:** XX
Meridian: S

Location: SYCAMORE CANYON, WHITTIER.

General: CPSU SPECIMEN #3420-22.

Owner/Manager: UNKNOWN

Phrynosoma coronatum (blainvillii population)

coast (San Diego) horned lizard

Element Code: ARACF12021

Status
Federal: None
State: None

NDDB Element Ranks
Global: G4G5
State: S3S4

Other Lists
CDFG Status: SC

Habitat Associations
General: INHABITS COASTAL SAGE SCRUB AND CHAPARRAL IN ARID AND SEMI-ARID CLIMATE CONDIT
Micro: PREFERS FRIABLE, ROCKY, OR SHALLOW SANDY SOILS.

Occurrence No. 235 **Map Index:** 02287 **EO Index:** 27996

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: XXXX-XX-XX
Site: XXXX-XX-XX
Record Last Updated: 1999-06-10

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

Lat/Long: 34.01178º / -118.06480º
UTM: Zone-11 N3763973 E401679
Area:
Elevation: 200 ft

Mapping PrecisionNON-SPECIFIC
Symbol Type:POLYGON

Township: 02S
Range: 11W
Section: 07 **Qtr:** XX
Meridian: S

Location: ALONG THE SAN GABRIEL RIVER, SOUTH OF WHITTIER NARROWS DAM, PICO RIVERA.

General: SPECIMEN WAS HOUSED AT WHITTIER NARROWS NATURE CENTER. DATE OF COLLECTION UNKNOWN.

Owner/Manager: PVT

Occurrence No. 237 **Map Index:** 02442 **EO Index:** 27994

Occ Rank: None
Origin: Natural/Native occurrence
Presence: Possibly Extirpated
Trend: Unknown

Dates Last Seen
Element: XXXX-XX-XX
Site: XXXX-XX-XX
Record Last Updated: 1989-08-10

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.03802º / -117.95262º
UTM: Zone-11 N3766781 E412065
Radius: 1 mile
Elevation: 320 ft

Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT

Township: 02S
Range: 10W
Section: XX **Qtr:** XX
Meridian: S

Location: W SIDE HACIENDA BLVD BTWN AMAR RD AND GLENDORA AVE, LA PUENTE.

General: SPECIMENS HOUSED AT WHITTIER NATURE CENTER. DATE UNKNOWN.

Owner/Manager: UNKNOWN

Occurrence No. 521 **Map Index:** 56014 **EO Index:** 56035

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 2001-07-12
Site: 2001-07-12
Record Last Updated: 2004-07-08

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.11697º / -117.96551º
UTM: Zone-11 N3775546 E410957
Radius: 2/5 mile
Elevation: 440 ft

Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT

Township: 01S
Range: 10W
Section: 06 **Qtr:** NE
Meridian: S

Location: SW PORTION OF THE SANTA FE FLOOD CONTROL BASIN, SOUTH OF THE INTERSECTION OF I-210 AND I-605, IRWINDALE.

Ecological: HABITAT ON PROJECT SITE: SOUTHERN WILLOW SCRUB. CANOPY:MATURE SALIX GOODDINGII W/ LESS AMTS POPULUS FREEMONTII, SALIX LASIOLEPIS, SALIX LAEVIGATA. UNDERSTORY:MAINLY WILLOW SAPLINGS W/SOME BACCHARIS SALICIFOLIA, NON-NATIVE INVASIVE SPECIES

General: UNKNOWN NUMBER OBSERVED/DETECTED DURING FOCUSED LEAST BELL'S VIREO SURVEYS CONDUCTED APR-JUL 2001. DENDROICA PETECHIA BREWSTERI DETECTED IN VICINITY.

Owner/Manager: UNKNOWN

Polioptila californica californica

coastal California gnatcatcher

Element Code: ABPBJ08081

Status
Federal: Threatened
State: None

NDDB Element Ranks
Global: G3T2
State: S2

Other Lists
CDFG Status: SC

Habitat Associations
General: OBLIGATE, PERMANENT RESIDENT OF COASTAL SAGE SCRUB BELOW 2500 FT IN SOUTHERN CALIFORNIA.
Micro: LOW, COASTAL SAGE SCRUB IN ARID WASHES, ON MESAS & SLOPES. NOT ALL AREAS CLASSIFIED AS COASTAL SAGE SCRUB ARE OCCUPIED.

Occurrence No. 810 **Map Index:** 53121 **EO Index:** 53121
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 2002-08-24
Site: 2002-08-24
Record Last Updated: 2008-05-13

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.04052º / -117.91154º
UTM: Zone-11 N3767023 E415859
Area:
Elevation: 600 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POLYGON
Township: 01S
Range: 10W
Section: 34 **Qtr:** SE
Meridian: S

Location: BKK LANDFILL, APPROXIMATELY 0.3 TO 0.9 MILE NORTH OF AMAR ROAD AND EAST ALONG AZUSA ROAD, WEST COVINA

Location Detail: NW CORNER OF BKK LANDFILL, RUNNING S ALONG W EDGE. MALE & PAIR OBSERVED IN 2002 AT N END OF FEATURE. FEMALE OBSERVED AT S END OF FEATURE. SLIGHTLY MODIFIED FEATURE BASED ON 2001 OBS AT N END OF FEATURE FROM FWS DIGITAL DATA.

Ecological: CSS (SALVIA LEUCOPHYLLA, ARTEMISIA CALIFORNICA, ERIOGONUM FASCICULATUM) W/AREAS OF NON-NATIVE GRASSLAND, CHAPARRAL, OAKS, & RIPARIAN VEGETATION. SOUTH-FACING SLOPES DOMINATED BY OPUNTIA LITTORALIS. 2007 AERIAL PHOTOS SHOW HABITAT LOSS.

Threat: DEVELOPMENT.

General: 2001: 3 DETECTED 19 OCT & 2 DETECTED 23 NOV BY A. HENDERSON & T. BOMKAMP (GLENN LUKOS ASSOC.). 2002: 1 M OBS 15 JUN & 1 PR OBS 10 AUG SAME AREA. 2 HEARD/OBS 24 AUG SAME AREA AS PREVIOUS OBS. FEMALE (DISPERSING JUVENILE?) OBS 24 AUG.

Owner/Manager: UNKNOWN

Occurrence No. 818 **Map Index:** 53440 **EO Index:** 53440
Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 2002-04-01
Site: 2002-04-01
Record Last Updated: 2003-11-26

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.03559º / -117.88713º
UTM: Zone-11 N3766457 E418107
Area: 9.8 acres
Elevation: 1,000 ft
Mapping PrecisionSPECIFIC
Symbol Type:POLYGON
Township: 01S
Range: 10W
Section: 36 **Qtr:** SW
Meridian: S

Location: 2.3 MILES WEST OF THE INTERSECTION OF GRAND AVE & TEMPLE AVE, SOUTH OF WINNETT MOTORWAY; SAN JOSE HILLS, NORTH OF WALNUT

Ecological: HABITAT CONSISTS OF CALIFORNIA SAGE BRUSH.

Threat: THREATENED BY POSSIBLE DEVELOPMENT (WALNUT HILLS PROJECT SITE).

General: 1 PAIR OBSERVED DURING SURVEYS CONDUCTED BETWEEN 21 FEB AND 1 APR 2002.

Owner/Manager: UNKNOWN

Occurrence No. 819 **Map Index:** 53441 **EO Index:** 53441
Occ Rank: None
Origin: Natural/Native occurrence
Presence: Possibly Extirpated
Trend: Unknown

Dates Last Seen
Element: 2002-04-01
Site: 2002-04-01
Record Last Updated: 2008-05-15

Quad Summary: San Dimas (3411717/109D), Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.03657º / -117.87488º
UTM: Zone-11 N3766556 E419239
Area:
Elevation: 900 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POLYGON
Township: 01S
Range: 10W
Section: 36 **Qtr:** SE
Meridian: S

Location: 1.6 MILES WEST OF GRAND AVE & TEMPLE AVE, SOUTH OF WINNETT MOTORWAY; SAN JOSE HILLS, NORTH OF WALNUT.

Ecological: HABITAT CONSISTS OF CALIFORNIA SAGE BRUSH, CALIFORNIA BUCKWHEAT AND BLACK SAGE. AERIAL PHOTOS FROM 2002 SHOW AVAILABLE HABITAT. AERIAL PHOTOS FROM 2007 SHOW THE ENTIRE SITE GRADED & TERRACED FOR DEVELOPMENT.

Threat: THREATENED BY DEVELOPMENT (WALNUT HILLS PROJECT SITE).

General: 2 DETECTED ON 16 JUN 1998, AND 6 DETECTED ON 25 JUN 1998 BY M. COUFFER (BONTERRA CONSULTING). 4 PAIRS OBSERVED DURING SURVEYS CONDUCTED BETWEEN 21 FEB AND 1 APR 2002.

Owner/Manager: UNKNOWN

Polioptila californica californica

coastal California gnatcatcher

Element Code: ABPBJ08081

Status
Federal: Threatened
State: None

NDDB Element Ranks
Global: G3T2
State: S2

Other Lists
CDFG Status: SC

Habitat Associations
General: OBLIGATE, PERMANENT RESIDENT OF COASTAL SAGE SCRUB BELOW 2500 FT IN SOUTHERN CALIFORNIA.
Micro: LOW, COASTAL SAGE SCRUB IN ARID WASHES, ON MESAS & SLOPES. NOT ALL AREAS CLASSIFIED AS COASTAL SAGE SCRUB ARE OCCUPIED.

Occurrence No. 823 **Map Index:** 53461 **EO Index:** 53461

Dates Last Seen
Element: 2000-11-17
Site: 2000-11-17
Record Last Updated: 2003-12-02

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

Lat/Long: 34.02945º / -118.04572º
UTM: Zone-11 N3765914 E403461
Radius: 1/10 mile
Elevation: 215 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 02S
Range: 11W
Section: 04 **Qtr:** NW
Meridian: S

Location: ADJACENT TO WHITTIER NARROWS REC AREA (ALONG SAN GABRIEL RIVER), 0.5 MI WNW JUNCTION OF PECK RD & I-605, SOUTH EL MONTE
Location Detail: ADJACENT TO SAND MINING OPERATION
Ecological: HABITAT CONSISTS OF MARGINAL QUALITY COASTAL SAGE SCRUB.
Threat: POSSIBLE REMOVAL OF VEGETATION
General: 1 HEARD ON 17 NOV 2000.
Owner/Manager: UNKNOWN

Occurrence No. 854 **Map Index:** 69526 **EO Index:** 70305

Dates Last Seen
Element: 2007-02-24
Site: 2007-02-24
Record Last Updated: 2007-06-13

Occ Rank: Excellent
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.11760º / -117.94482º
UTM: Zone-11 N3775598 E412866
Radius: 80 meters
Elevation: 500 ft
Mapping PrecisionSPECIFIC
Symbol Type:POINT
Township: 01S
Range: 10W
Section: 05 **Qtr:** NE
Meridian: S

Location: SANTA FE DAM REGIONAL PARK, IRWINDALE.
Location Detail: OBSERVED FROM THE NATURE TRAIL, ~1/8 MILE WEST OF THE NATURE CENTER, WITHIN A WILDLIFE AREA WITHIN THE COUNTY PARK. AN ADULT MALE WAS REPORTED FROM AN AREA ~1/4 MILE SOUTH OF THIS SITE 3 WEEKS LATER.
Ecological: HABITAT CONSISTS OF FAIRLY DENSE RIVERSIDEAN SAGE SCRUB, DOMINATED BY ARTEMISIA CALIFORNICA, ERIOGONUM FASCICULATUM, MALOSMA LAURINA, AND RHUS INTEGRIFOLIA, AND LOCATED ALONG A FLAT, OLD FLOOD TERRACE EAST OF THE SAN GABRIEL RIVER.
General: 1 ADULT FEMALE HEARD, THEN SEEN, ON 24 FEB 2007. THIS IS A HISTORICAL LOCALITY BUT CAGN HAVEN'T BEEN REPORTED FROM THIS AREA FOR AT LEAST 3 DECADES.
Owner/Manager: COE, LAX COUNTY-PARKS & REC

Ribes divaricatum var. parishii

Parish's gooseberry

Element Code: PDGRO020F3

Status
Federal: None
State: None

NDDB Element Ranks
Global: G4TH
State: SH

Other Lists
CNPS List: 1A

Habitat Associations
General: RIPARIAN WOODLAND.
Micro: SALIX SWALES IN RIPARIAN HABITATS. 65-100M.

Occurrence No. 1 **Map Index:** 02296 **EO Index:** 19545

Dates Last Seen
Element: 1980-XX-XX
Site: 1980-XX-XX

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Record Last Updated: 1998-11-18

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

Lat/Long: 34.02820º / -118.05728º
UTM: Zone-11 N3765786 E402392
Radius: 80 meters
Elevation: 210 ft
Mapping PrecisionSPECIFIC
Symbol Type:POINT
Township: 02S
Range: 11W
Section: 05 **Qtr:** XX
Meridian: S

Location: SAN GABRIEL RIVER AT WHITTIER NARROWS RECREATION AREA, 0.5 MILE EAST OF DURFEE AVE AT SIPHON ROAD, NORTH OF WHITTIER.

Location Detail: ALONG SELF-GUIDED TRAIL OF WHITTER NARROWS NATURE CENTER, IMMEDIATELY EAST OF POWER LINE AND IMMEDIATELY NORTH OF FLOOD CONTROL CHANNEL. WEST OF OLD FLOOD CONTROL CHANNEL SERVICE ROAD.

Ecological: IN PATCH OF RIBES AUREUM.

General: 1 PLANT COLLECTED IN 1980 OR 1981. SITE NEEDS TO BE CHECKED. NUMEROUS HISTORICAL COLLECTIONS FROM "WHITTIER NARROWS", "LEXINGTON WASH", AND "SAN GABRIEL RIVER" ARE ATTRIBUTED TO THIS SITE. INCLUDES FORMER GENERAL OCCURENCES #3 AND 4.

Owner/Manager: LOS ANGELES COUNTY

Occurrence No. 2 **Map Index:** 02308 **EO Index:** 19544

Dates Last Seen
Element: 1979-03-06
Site: 1979-03-06

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Record Last Updated: 1998-11-18

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

Lat/Long: 34.03260º / -118.04627º
UTM: Zone-11 N3766264 E403413
Radius: 80 meters
Elevation: 220 ft
Mapping PrecisionSPECIFIC
Symbol Type:POINT
Township: 02S
Range: 11W
Section: 04 **Qtr:** XX
Meridian: S

Location: SAN GABIREL RIVER AT WHITTIER NARROWS RECREATION AREA, SOUTH OF DURFEE RD AND 0.5 MI WEST OF PECK RD, NORTH OF

Location Detail: AT WHITTIER NARROWS NATURE AREA ABOUT 0.25 MILE SW OF NATURE CENTER HEADQUARTERS, JUST NORTH OF FLOOD CONTROL CHANNEL.

Ecological: ON SANDY LOAM SOIL. GROWING IN MASS OF RIBES AUREUM.

General: SINGLE PLANT OBSERVED IN 1979. SITE NEEDS TO BE CHECKED.

Owner/Manager: LOS ANGELES COUNTY

Occurrence No. 6 **Map Index:** 39017 **EO Index:** 34024

Dates Last Seen
Element: 1882-03-07
Site: 1882-03-07

Occ Rank: None
Origin: Natural/Native occurrence
Presence: Possibly Extirpated
Trend: Unknown

Record Last Updated: 1998-06-19

Quad Summary: Mt. Wilson (3411821/110A), El Monte (3411811/110D), Los Angeles (3411812/110C), Pasadena (3411822/110B)
County Summary: Los Angeles

Lat/Long: 34.15159º / -118.15084º
UTM: Zone-11 N3779562 E393908
Radius: 5 mile
Elevation: 1,000 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01N
Range: 12W
Section: 21 **Qtr:** XX
Meridian: S

Location: PASADENA.

Location Detail: EXACT LOCATION NOT KNOWN; SITE MAPPED IN GENERAL AREA OF PASADENA.

General: ONLY SOURCE OF INFORMATION FOR THIS SITE IS 1882 COLLECTION BY M.E. JONES.

Owner/Manager: UNKNOWN

Riversidian Alluvial Fan Sage Scrub

Element Code: CTT32720CA

Status
Federal: None
State: None

NDDB Element Ranks
Global: G1
State: S1.1

Other Lists

Habitat Associations
General:
Micro:

Occurrence No. 1 **Map Index:** 02447 **EO Index:** 23223

Occ Rank: Good
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1985-09-23
Site: 1985-09-23
Record Last Updated: 1998-07-13

Quad Summary: Baldwin Park (3411718/109C), Azusa (3411728/109B)
County Summary: Los Angeles

Lat/Long: 34.11994º / -117.95170º
UTM: Zone-11 N3775864 E412234
Area: 394.9 acres
Elevation: 500 ft
Mapping PrecisionSPECIFIC
Symbol Type:POLYGON
Township: 01N
Range: 10W
Section: XX **Qtr:** XX
Meridian: S

Location: SANTA FE FLOOD CONTROL BASIN, SAN GABRIEL RIVER, W OF AZUSA, E OF MONROVIA.

Ecological: ERIOGONUM FASCICULATUM W/ SEVERAL CO-DOMINANT SPP. 3 VEG ZONES REFLECT TIME SINCE LAST FLOOD DISTURBANCE. BOUNDARY FORM 1978 AIR PHOTOS.

Threat: FRAGMENTED BY GRAVEL MINES, SPREADING GROUNDS.

General: PART IS COUNTY PARK. THIS WAS OCC #001 OF CTT32720CA.

Owner/Manager: LOS ANGELES COUNTY, PVT

Scutellaria bolanderi ssp. austromontana

southern mountains skullcap

Element Code: PDLAM1U0A1

Status
Federal: None
State: None

NDDB Element Ranks
Global: G4T2
State: S2.2?

Other Lists
CNPS List: 1B.2

Habitat Associations
General: CHAPARRAL, CISMONTANE WOODLAND, LOWER MONTANE CONIFEROUS FOREST.
Micro: IN GRAVELLY SOILS ON STREAMBANKS OR IN MESIC SITES IN OAK OR PINE WOODLAND. 425-2000M.

Occurrence No. 16 **Map Index:** 34599 **EO Index:** 14693
Occ Rank: None
Origin: Natural/Native occurrence
Presence: Possibly Extirpated
Trend: Unknown

Dates Last Seen
Element: XXXX-XX-XX
Site: XXXX-XX-XX
Record Last Updated: 1996-03-19

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

Lat/Long: 34.07405º / -118.03901º
UTM: Zone-11 N3770853 E404131
Radius: 1 mile
Elevation: 300 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01S
Range: 11W
Section: XX **Qtr:** XX
Meridian: S

Location: EL MONTE, SAN GABRIEL VALLEY.
Location Detail: ELEVATION 300 FEET.
General: ONLY SOURCE OF INFORMATION FOR THIS OCCURRENCE IS SITE NAME NOTED BY JEPSON "A FLORA OF CALIFORNIA" (1943); JEPSON FUTHER NOTES THIS SPECIMEN IS "PERHAPS A WAIF FROM THE MOUNTAINS." IDENTIFICATION OF THIS OCCURRENCE IS QUESTIONABLE.
Owner/Manager: UNKNOWN

Taxidea taxus

American badger

Element Code: AMAJF04010

Status

Federal: None
State: None

NDDB Element Ranks

Global: G5
State: S4

Other Lists

CDFG Status: SC

Habitat Associations

General: MOST ABUNDANT IN DRIER OPEN STAGES OF MOST SHRUB, FOREST, AND HERBACEOUS HABITATS, WITH FRIABLE SOILS.

Micro: NEED SUFFICIENT FOOD, FRIABLE SOILS & OPEN, UNCULTIVATED GROUND. PREY ON BURROWING RODENTS. DIG BURROWS.

Occurrence No. 290 **Map Index:** 57486 **EO Index:** 57502

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: XXXX-XX-XX
Site: XXXX-XX-XX

Record Last Updated: 2004-10-19

Quad Summary: San Dimas (3411717/109D), Baldwin Park (3411718/109C)

County Summary: Los Angeles

Lat/Long: 34.09021º / -117.89002º
UTM: Zone-11 N3772516 E417893
Radius: 1 mile
Elevation: 560 ft

Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT

Township: 01S
Range: 10W
Section: 13 **Qtr:** XX
Meridian: S

Location: COVINA.

General: 1 COLLECTED, UCLA.

Owner/Manager: UNKNOWN

Vireo bellii pusillus

least Bell's vireo

Element Code: ABPBW01114

Status	NDDB Element Ranks	Other Lists
Federal: Endangered	**Global:** G5T2	**CDFG Status:**
State: Endangered	**State:** S2	

Habitat Associations

General: SUMMER RESIDENT OF SOUTHERN CALIFORNIA IN LOW RIPARIAN IN VICINITY OF WATER OR IN DRY RIVER BOTTOMS; BELOW 2000 FT.

Micro: NESTS PLACED ALONG MARGINS OF BUSHES OR ON TWIGS PROJECTING INTO PATHWAYS, USUALLY WILLOW, BACCHARIS, MESQUITE.

Occurrence No. 114 **Map Index:** 02460 **EO Index:** 12961

Dates Last Seen
Element: 1984-XX-XX
Site: 1984-XX-XX

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Record Last Updated: 1995-10-25

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.10232º / -117.93705º
UTM: Zone-11 N3773897 E413567
Radius: 1/5 mile
Elevation: 440 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01S
Range: 10W
Section: 09 **Qtr:** NW
Meridian: S

Location: GRAVEL PIT AT IRWINDALE, JUST N OF WEST COVINA.

Ecological: HABITAT IS DENSE WILLOW GROWTH WITH COASTAL SAGE SCRUB ON SURROUNDING SLOPES; SOME GROUND WATER.

General: SEVERAL VIREOS HEARD; DATE OF OBSERVATION UNKNOWN, BUT PROBABLY SUMMER OF 1984, SINCE IT WAS FIRST REPORTED AT THE 12 DEC 1984 LEAST BELL'S VIREO WORKING GROUP MEETING. OTHER NEARBY PITS WITH SURROUNDING VEGETATION MAY ALSO HARBOR VIREOS.

Owner/Manager: PVT-CONSOLIDATED ROCK PROD INC

Occurrence No. 148 **Map Index:** 20301 **EO Index:** 23976

Dates Last Seen
Element: 2002-06-07
Site: 2002-06-07

Occ Rank: Excellent
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Record Last Updated: 2004-07-08

Quad Summary: El Monte (3411811/110D)
County Summary: Los Angeles

Lat/Long: 34.02669º / -118.06015º
UTM: Zone-11 N3765622 E402125
Area: 27.0 acres
Elevation: 200 ft
Mapping PrecisionSPECIFIC
Symbol Type:POLYGON
Township: 02S
Range: 11W
Section: 05 **Qtr:** XX
Meridian: S

Location: WHITTIER NARROWS WILDLIFE SANCTUARY, SOUTH OF SOUTH EL MONTE.

Location Detail: 1985: BIRDS OBSERVED ON THE SOUTH SIDE OF THE 20-ACRE POND. 2002: BIRDS OBSERVED FROM CENTRAL TO WEST PORTION OF SITE.

Ecological: SOUTHERN RIPARIAN SCRUB; DOMINANTS: SALIX LASIOLEPIS, BACCHARIS GLUTINOSA, POPULUS TRICHOCARPA; WEEDY VEGETATION (CIRSIUM VULGARE) ADJACENT TO SITE.

Threat: THREATS INCLUDE ROADSIDE VEGETATION MAINTENANCE, TRESPASS, AND INUNDATION OF FORAGING AREAS BY A PROPOSED WATER PROJECT.

General: NESTING PAIR OBSERVED 20 APR TO 8 JUN 1985; 2 VIREO EGGS, 1 COWBIRD EGG IN NEST (NEST ABANDONED). 1 SINGING MALE OBSERVED 5 APR TO 29 JUN 1986. SEVERAL VIREOS OBSERVED LATE APR-MAY 1999; 4 OBSERVED ON 17 MAY 1999. 9 DETECTED MAY-JUN 2002.

Owner/Manager: LAX COUNTY-PARKS & REC

Occurrence No. 271 **Map Index:** 56014 **EO Index:** 56030

Dates Last Seen
Element: 2001-07-12
Site: 2001-07-12

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Record Last Updated: 2004-07-08

Quad Summary: Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.11697º / -117.96551º
UTM: Zone-11 N3775546 E410957
Radius: 2/5 mile
Elevation: 440 ft
Mapping PrecisionNON-SPECIFIC
Symbol Type:POINT
Township: 01S
Range: 10W
Section: 06 **Qtr:** NE
Meridian: S

Location: SW PORTION OF THE SANTA FE FLOOD CONTROL BASIN, SOUTH OF THE INTERSECTION OF I-210 AND I-605, IRWINDALE.

Location Detail: 2000: 1 MALE WEST OF TRAINING CHANNEL, 1 MALE EAST OF TRAINING CHANNEL. 2001: 5 PAIRS WEST OF TRAINING CHANNEL, 2 (OR 3?) PAIRS EAST OF TRAINING CHANNEL. DENDROICA PETECHIA BREWSTERI DETECTED IN VICINITY.

Ecological: HABITAT CONSISTS OF SOUTHERN WILLOW SCRUB. CANOPY: MATURE SALIX GOODDINGII W/ LESS AMTS OF POPULUS FREEMONTII, SALIX LASIOLEPIS, SALIX LAEVIGATA. UNDERSTORY: MAINLY WILLOW SAPLINGS W/SOME BACCHARIS SALICIFOLIA, NON-NATIVE INVASIVE SPECIES

General: 2 SINGING MALES DETECTED AT THE SANTAFE BASIN DURING 2000. SEVEN PAIRS (POSSIBLY AN 8TH PR) WERE DETECTED DURING FOCUSED SURVEYS CONDUCTED APR-JUL 2001. ADULTS OBSERVED FEEDING FLEDGLINGS DURING FINAL SURVEYS.

Owner/Manager: UNKNOWN

Vireo bellii pusillus

least Bell's vireo

Element Code: ABPBW01114

Status

Federal: Endangered
State: Endangered

NDDB Element Ranks

Global: G5T2
State: S2

Other Lists

CDFG Status:

Habitat Associations

General: SUMMER RESIDENT OF SOUTHERN CALIFORNIA IN LOW RIPARIAN IN VICINITY OF WATER OR IN DRY RIVER BOTTOMS; BELOW 2000 FT.

Micro: NESTS PLACED ALONG MARGINS OF BUSHES OR ON TWIGS PROJECTING INTO PATHWAYS, USUALLY WILLOW, BACCHARIS, MESQUITE.

Walnut Forest

Element Code: CTT81600CA

Status
Federal: None
State: None

NDDB Element Ranks
Global: G1
State: S1.1

Other Lists

Habitat Associations
General:
Micro:

Occurrence No. 4 **Map Index:** 02548 **EO Index:** 15045

Occ Rank: Unknown
Origin: Natural/Native occurrence
Presence: Presumed Extant
Trend: Unknown

Dates Last Seen
Element: 1985-XX-XX
Site: 1985-XX-XX
Record Last Updated: 1998-09-01

Quad Summary: San Dimas (3411717/109D), Baldwin Park (3411718/109C)
County Summary: Los Angeles

Lat/Long: 34.04072º / -117.87036º
UTM: Zone-11 N3767012 E419661
Area: 25.4 acres
Elevation: 1,000 ft
Mapping PrecisionSPECIFIC
Symbol Type:POLYGON
Township: 01S
Range: 10W
Section: XX **Qtr:** XX
Meridian: S

Location: SAN JOSE HILLS, BOTH SIDES WINNET MOTORWAY ABOUT 1.7 MI WSW OF BUZZARD PEAK.

Ecological: MAPPED BY WIESLANDER SURVEY AS OPEN WOODLAND OF JUGLANS CALIFORNICA. CANOPY APPEARED CLOSED 1985 FROM INTERPETATION OF AERIAL PHOTOS.

General: NEEDS FIELD VERIFICATION OF VEGETATION CONDITION, COMPOSITION. THIS WAS OCC #004 OF CTT81600CA.

Owner/Manager: CITY OF WALNUT, UNKNOWN

Appendix D: Cultural and Paleontological Records Search

RECORDS SEARCH FOR AVOCADO HEIGHTS EQUESTRIAN TRAIL PROJECT
25 NOVEMBER 2008

Table 1. Prehistoric Properties Recorded with the One-half Mile Search Radius

Resource #	Description	Location
LAn-967	Surface lithic tool artifacts spread thinly over the area	Between 5th Avenue, the San Jose Creek Flood Control Channel, and Lomitas Avenue

Table 2. Historic Properties Recorded within the One-half Mile Search Radius

Resource #	Description	Location
19-186111	Union Pacific Railroad Route	South of the parcel
19-186112	Southern Pacific Railroad Route	North of the parcel

Table 3: Reports on File for the One-half Mile Search Radius

Report #	Author	Coverage
LA0331	Ahlering 1977	Did not assess the project area
LA1220	Boxt, Aycock, and Colby 1983	Did assess a portion of the project area
LA2762	Foster and Greenwood 1985	Did not assess the project area
LA2970	Chamberlaine and Rivers-Council 1992	Did assess a portion of the project area
LA3070	Maki 1994	Did not assess the project area
LA3823	Wlodarski 1981	Did not assess the project area
LA4835	Ashkar 1999	Did not assess the project area
LA4883	Storey 2000	Did not assess the project area
LA6034	Maki 2002	Did assess a portion of the project area
LA6113	Maki 2002	Did not assess the project area
LA6114	Conkling and McLean 2002	Did not assess the project area
LA6279	Duke 2001	Did not assess the project area
LA6288	Duke 2001	Did not assess the project area
LA6293	Billat 2000	Did not assess the project area
LA6712	Dice 2002	Did not assess the project area
LA6809	Maki 2003	Did not assess the project area
LA7236	Bonner 2005	Did not assess the project area
LA8085	Maki 2005	Did assess a portion of the project area
LA8249	Peterson 2002	Did not assess the project area

LA8667	Bonner 2006	Did not assess the project area
LA8669	Bonner 2006	Did not assess the project area

SCCIC Bibliography: Invoice 9050

LA-00331

Author(s): Ahlering, Michael L.
Year: 1977
Title: Report of Archaeological Survey: Tract #30939 County of Los Angeles, California
Affiliation:
Resources: 19-000136, 19-000519, 19-000520, 19-000858
Quads: BALDWIN PARK, EL MONTE
Pages:
Notes:

LA-01220

Author(s): Boxt, Matthew, Richard Aycock, and Susan Colby
Year: 1983
Title: An Archaeological Survey and Impact Assessment of the Valley Blvd. Redevelopment Project, Located in the City of Industry, Los Angeles County, California
Affiliation: University of California, Los Angeles Archaeological Survey
Resources:
Quads: BALDWIN PARK, EL MONTE
Pages:
Notes:

LA-02762

Author(s): Foster, John M. and Roberta S. Greenwood
Year: 1985
Title: A Cultural Resources Overview for the California Portion of the Proposed Pacific Texas Pipeline Project
Affiliation: Greenwood and Associates
Resources: 19-000522, 19-000967, 19-001046
Quads: BALDWIN PARK, SAN DIMAS
Pages:
Notes:

LA-02970

Author(s): Chamberlaine, Pat and Jean Rivers-Council
Year: 1992
Title: Cajon Pipeline Project Draft Environmental Impact Statement Environmental Impact Report
Affiliation: City of Adelanto, and Bureau of Land Management
Resources: 19-000059, 19-000060, 19-000067, 19-000077, 19-000194, 19-000213, 19-000216, 19-000248, 19-000441, 19-000444, 19-000823, 19-000903, 19-000925, 19-000926, 19-000927, 19-000962, 19-001015, 19-001046, 19-001134, 19-001354, 19-001595, 56-000027, 56-000062, 56-000141, 56-000240, 56-000241, 56-000644, 56-000842, 56-000916, 56-000917
Quads: BALDWIN PARK, EL MONTE, LA HABRA, LONG BEACH, ONTARIO, SAN DIMAS, SOUTH GATE, WHITTIER
Pages:
Notes:

SCCIC Bibliography: Invoice 9050

LA-03070

Author(s): Maki, Mary K.
Year: 1994
Title: A Phase 1 Cultural Resources Survey of 0.85 Acres at 13542 Valley Boulevard Los Angeles County, California
Affiliation: Fugro West, Inc.
Resources: 19-000136
Quads: BALDWIN PARK
Pages:
Notes:

LA-03823

Author(s): Wlodarski, Robert J.
Year: 1981
Title: Literature Search for Property Located Along the South Side of Valley Boulevard, East of the San Gabriel Freeway, West of Turnbull Canyon Road, in the City of Industry, County of Los Angeles, California
Affiliation: Pence Archaeological Consulting
Resources:
Quads: BALDWIN PARK
Pages:
Notes:

LA-04835

Author(s): Ashkar, Shahira
Year: 1999
Title: Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Riverside, Los Angeles and Riverside Counties
Affiliation: Jones & Stokes Associates, Inc.
Resources: 19-186109, 19-186112
Quads: BALDWIN PARK, EL MONTE, HOLLYWOOD, LA HABRA, LOS ANGELES, ONTARIO, SAN DIMAS, SOUTH GATE, WHITTIER, YORBA LINDA
Pages:
Notes:

LA-04883

Author(s): Storey, Noelle
Year: 2000
Title: Negative Archaeological Survey Report - Highway Project Description
Affiliation: Caltrans
Resources:
Quads: BALDWIN PARK, EL MONTE, LA HABRA, LOS ANGELES
Pages:
Notes:

SCCIC Bibliography: Invoice 9050

LA-06034

Author(s): Maki, Mary K.
Year: 2002
Title: Archaeological Survey Report of 1.8 Acres for the 135 South 3rd Street Project Unincorporated La Puente, Los Angeles County, California
Affiliation: Conejo Archaeological Consultants
Resources:
Quads: BALDWIN PARK
Pages:
Notes:

LA-06113

Author(s): Maki, Mary K.
Year: 2002
Title: Cdc Project at 135 3rd Avenue in Unincorporated La Puente, Los Angeles County
Affiliation: Conejo Archaeological Consultants
Resources:
Quads: BALDWIN PARK
Pages:
Notes:

LA-06114

Author(s): Conkling, Steven W. and McLean, Deborah K.B.
Year: 2002
Title: Monitoring and Inadvertent Discovery Plan for Proposed Wells and Treated Water Pipelines for Treatment Plant B-6 and B-5, Cities of El Monte, Baldwin Park and Industry, Los Angeles County, California
Affiliation: LSA Associates, Inc.
Resources: 19-000136
Quads: BALDWIN PARK
Pages:
Notes: Only what is shown on 1:24,000 scal provided is mapped

LA-06279

Author(s): Duke, Curt
Year: 2001
Title: Cultural Resource Assessment Cingular Wireless Facility No. Vy 131-03 Los Angeles County, California
Affiliation: LSA Associates, Inc.
Resources:
Quads: BALDWIN PARK
Pages:
Notes:

LA-06288

Author(s): Duke, Curt
Year: 2001
Title: Cultural Resource Assessment Cingular Wireless Facility No. Vy 131-03 Los Angeles County, California
Affiliation: LSA Associates, Inc.
Resources:
Quads: BALDWIN PARK
Pages:
Notes:

SCCIC Bibliography: Invoice 9050

LA-06293

Author(s): Billat, Lorna
Year: 2000
Title: Nextel Communications Wireless Telecommunications Service Facility-los Angeles County Nextel Site No. (CA-6712f)/workman Mill
Affiliation: EarthTouch, LLC
Resources:
Quads: BALDWIN PARK
Pages:
Notes:

LA-06712

Author(s): Dice, Michael H.
Year: 2002
Title: Records Search Results for Bechtel/at&t Communications Facility951011044a (lumber Yard), 140 Willow Ave., City of Industry, Los Angeles County, California
Affiliation: Michael Brandman Associates,
Resources:
Quads: BALDWIN PARK
Pages:
Notes:

LA-06809

Author(s): Maki, Mary K.
Year: 2003
Title: Negative Phase I Archaeological Survey of 4.47 Acres for the 600 Bassetdale Project, Unincorporated La Puente, Los Angeles County, California
Affiliation: Conejo Archaeological Consultants
Resources:
Quads: EL MONTE
Pages:
Notes:

LA-07236

Author(s): Bonner, Wayne H.
Year: 2005
Title: Cultural Resources Records Search Results and Site Visit for Cingular Site Candidate Sv-047-01 (sonoco), 166 North Baldwin Park Boulevard, Industry, Los Angeles County, California
Affiliation: Michael Brandman Associates
Resources: 19-000136
Quads: BALDWIN PARK
Pages:
Notes:

SCCIC Bibliography: Invoice 9050

LA-08085

Author(s): Maki, Mary K.
Year: 2005
Title: Phase 1 Archaeological Investigation of Approximately Five Acres for the Avocado Heights Park Project 553 South 4th Avenue, Unincorporated Avocado Heights, La Puente, Los Angeles County, California
Affiliation: Conejo Archaeological Consultants
Resources: 19-000967
Quads: BALDWIN PARK
Pages:
Notes:

LA-08249

Author(s): Peterson, Patricia A.
Year: 2002
Title: Cultural Resources Records Search and Survey Report for the Reclaimed Water Backbone Transmission Project, Los Angeles County, California
Affiliation: Chambers Group, Inc.
Resources:
Quads: BALDWIN PARK, EL MONTE, LA HABRA, SAN DIMAS, YORBA LINDA
Pages:
Notes:

LA-08667

Author(s): Bonner, Wayne H.
Year: 2006
Title: Cultural Resources Records Search Results and Site Visit for Global Signal Candidate 3019401 (6001-55) (hillgrove), 14314 Lomitas Avenue, City of Industry, Los Angeles County, California
Affiliation: Michael Brandman Associates
Resources: 19-000967, 19-186112
Quads: BALDWIN PARK
Pages:
Notes:

LA-08669

Author(s): Bonner, Wayne H.
Year: 2006
Title: Cultural Resources Records Search Results and Site Visit for Royal Street Communications, Llc Facility Candidate La0434a (vineland and Valley), 125 North Vineland Avenue, City of Industry, Los Angeles County, California
Affiliation: Michael Brandman Associates
Resources: 19-000136
Quads: BALDWIN PARK
Pages:
Notes:

Attachment A:
Response to Comments

LIST OF COMMENTORS

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
"Creating Community Through People, Parks and Programs"
Russ Guiney, Director

August 10, 2009 Sent via email: sscott@dpw.lacounty.gov

TO: Sarah Scott
Department of Public Works
Programs Development Division

FROM: Julie Yom JY
Department of Parks and Recreation
Environmental Section

SUBJECT: **DRAFT INITIAL STUDY AND NEGATIVE DECLARATION**
AVOCADO HEIGHTS MULTIUSE TRAIL PROJECT
PROJECT NO: R2008-00549

The Draft Initial Study and Negative Declaration for the above project has been reviewed for potential impacts on the facilities of the Los Angeles County Department of Parks and Recreation. We have determined that the proposed project will not affect facilities under the jurisdiction of this Department.

Thank you for the opportunity comment. Please continue to coordinate with the Department's Trails Coordinator Myrna Rodriguez at (213) 351-5135 or mrodriguez2@parks.lacounty.gov.

c: Parks and Recreation (Norma E. Garcia, Larry Hensley, Joan Rupert, Hayden Sohm, Frank Moreno, Myrna Rodriguez)

County of Los Angeles Department of Parks and Recreation - Letter 1

Response to Comment 1-1

The commentor acknowledges receipt of the Draft Initial Study/Negative Declaration (IS/ND) and provides no further comment. No additional response is needed.

AVOCADO HEIGHTS MULTI-USE TRAIL
COMMUNITY MEETING - 21 JULY, 2009

NANCY KAUMP
Name
14047 Trackside Dr Avocado Ht 91746
Address
626-336-8251
Phone
email

Comments: ① Mistakes on draft on Air Quality & Climate Change: 2-1
pg 2 4th ave mention sidewalk on "South" side / Both streets are
pg 3 5th ave " " " " " / North/south streets 2-2
The terminus on both streets (4th & 5th) is southeastern (not southwestern) 2-3
② Please install the sidewalks before trail is built so peds & wheelchairs 2-4
have a place to travel & walk during construction.
③ Utilities (section 16) only addresses waste water. There are other (over) 2-5

utilities - especially underground gas lines, water lines & sewer lines since digging will be done to remove old curbs & gutters and to lay the base material & granite. There is also a danger of over head wires with the large equipment used for digging.

2-5 Cont

(4) I am concerned about width of the roads. The road in front of San Angelo Park is very narrow as an example. Traffic will need to see the people & horses. The narrow street will make it more difficult to see the people & horses.

2-6

Nancy Kaump - Letter 2

Response to Comment 2-1

The commentor indicates that the project description used in the Air Quality and Climate Change Report inaccurately describes improvements to the south side of 4th Avenue. 4th Avenue is a northeast/southwest trending roadway. For purposes of the analysis contained in the IS/ND and the supporting documentation, improvements to 4th Avenue are indicated as occurring on the south side of the roadway. Therefore, no changes to the IS/ND or the supporting documentation are required.

Response to Comment 2-2

The commentor indicates that the project description used in the Air Quality and Climate Change Report inaccurately describes improvements to the south side 5th Avenue. 5th Avenue is a northeast/southwest trending roadway. For purposes of the analysis contained in the IS/ND and the supporting documentation, improvements to 5th Avenue are indicated as occurring on the south side of the roadway. Therefore, no changes to the IS/ND or the supporting documentation are required.

Response to Comment 2-3

The commentor identified that the terminus for each roadway would occur in the southeastern portion of the project area. As indicated on Exhibit 3 in the IS/ND, both 4th Avenue and 5th Avenue terminate in the southwestern portion of the project area. No further changes are required.

Response to Comment 2-4

The commentor requests that the proposed sidewalk be installed prior to the construction of the trail. Although the lead agency will take the comment into consideration when determining the construction phasing, the impacts associated with access were addressed in the IS/ND.

Response to Comment 2-5

The analysis required in the Utilities and Services section of the IS/ND relates to the provision of services and does not involve safety issues associated with encountering underground or above ground utility improvements. The proposed project would be required to be constructed in accordance with all applicable federal, State, and local regulations, which would include requirements that existing utilities be identified prior to construction. Compliance with these regulations would ensure that the construction work would be performed safely.

Response to Comment 2-6

The impacts to the reduction in the roadway widths were fully analyzed in the Transportation and Traffic section of the IS/ND. Although the roadway widths would be decreased as part of the project, the decrease would be consistent with the County General Plan designations for each roadway. No changes to the document are required.

Attachment B:
Air Quality/Climate Change Update Letter
June 17, 2010

Michael Brandman Associates

Fresno
559.497.0310

Irvine
714.508.4100

Palm Springs
760.322.8847

Sacramento
916.447.1100

San Bernardino
909.884.2255

San Ramon
925.830.2733

June 21, 2010

Los Angeles County Department of Public Works
Attention: Sarah Scott
900 S. Fremont Avenue
Alhambra, CA 91803

Subject: **Initial Study and Negative Declaration, Avocado Heights Multiuse Trail**

Dear Ms. Scott:

This letter provides an update on the regulatory background for issues that may impact the Initial Study and Negative Declaration (IS/ND) for the Avocado Heights Multiuse Trail (project). The IS/ND was prepared on July 13, 2009; the Climate Change Analysis Report was prepared on December 22, 2008. Since that time, there has been new regulatory and legislative action that influences the preparation of climate change and greenhouse gas analyses in the context of the California Environmental Quality Act (CEQA), as follows.

Amendments to the CEQA Guidelines

On April 13, 2009, the California Office of Planning and Research submitted to the Secretary for Natural Resources its recommended amendments to the State CEQA Guidelines for addressing greenhouse gas emissions, as required by SB 97. On July 3, 2009, the Natural Resources Agency commenced the Administrative Procedure Act rulemaking process for certifying and adopting these amendments pursuant to Public Resources Code section 21083.05. Following a 55-day public comment period and two public hearings, the Natural Resources Agency proposed revisions to the text of the proposed Guidelines amendments.

The Natural Resources Agency transmitted the adopted amendments and the entire rulemaking file to the Office of Administrative Law on December 31, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

The following greenhouse gas significance thresholds are contained in Appendix G of the CEQA Guidelines, which were amendments adopted into the Guidelines on March 18, 2010, pursuant to SB 97. A significant impact would occur if the project would:

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

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

The threshold used in the Climate Change Analysis Report is:

> Does the project comply with the provisions of an adopted Greenhouse Gas Reduction Plan or Strategy? If no such Plan or Strategy is applicable, would the project significantly hinder or delay California's ability to meet the reduction targets contained in AB 32?

The IS/ND states the following regarding the significance finding of the project's emissions of greenhouse gases (page 31):

> The threshold of significance used in this document does not simply evaluate if the project would result in an increase in greenhouse gas emissions. Instead, the threshold also addresses if the project would significantly hinder or delay the State's ability to meet the reduction targets contained in AB 32. This project would generate a minor amount of construction-related carbon dioxide. Construction emissions would be short term in nature and would occur before the year 2020. AB 32 requires that emissions in the State of California be reduced to 1990 levels before the year 2020. Although some greenhouse gases can remain in the atmosphere for long periods, AB 32 does not regulate concentrations. Therefore, emissions during construction are less than significant.
>
> The project would generate a small amount of operational greenhouse gas emissions from periodic maintenance activities. The project will result in reductions in vehicle miles traveled since it provides a facility for non-motorized transportation. The project would provide recreational uses near existing residential uses, thereby potentially reducing vehicle trips and the greenhouse gas emissions associated with those trips. The project is consistent with state strategies to reduce emissions. The project would not hinder or delay California's implementation of AB 32. This impact is less than significant.

The project would still be consistent with AB 32. The AB 32 Scoping Plan was adopted in December 2008; the project is still consistent with the Scoping Plan. There are still no plans, other than the Scoping Plan, for the purpose of reducing greenhouse gas emissions within the project's jurisdiction.

The South Coast Air Quality Management District (SCAQMD) has not formally adopted thresholds of significance for greenhouse gases. However, it did publish working draft tiered thresholds.[1 and 2] In one of the tiers, a project's amortized greenhouse gas emissions would be less than significant if under the following:

- Commercial: 1,400 tons per year of carbon dioxide equivalents (tpy CO_2e)
- Residential: 3,500 tpy CO_2e
- Mixed use: 3,000 tpy CO_2e

Amortized emissions are annual operational emissions plus construction emissions (construction emissions are averaged over 30 years). As identified in Table 4 in the IS/ND, greenhouse gas emissions during construction would be 172 tons of CO_2e. As identified in the IS/ND, operational emissions would be 8 tpy CO_2e. Therefore, the project's amortized emissions would be equal to approximately 14 tpy CO_2e (8 + [172 ÷ 30]), which are far below the SCAQMD draft numerical thresholds of significance. This is additional evidence that although the project would emit greenhouse gases, the emissions would have a less than significant impact on the environment.

[1] South Coast Air Quality Management District. Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group #14. November 19, 2009. www.aqmd.gov/ceqa/handbook/GHG/2009/nov19mtg/ghgmtg14.pdf
[2] South Coast Air Quality Management District. Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold. October 2008. www.aqmd.gov/ceqa/handbook/GHG/2008/oct22mtg/GHGguidance.pdf

Greenhouse Gases Pose a Threat to Public Health and Welfare

On April 17, 2009, the Environmental Protection Agency (EPA) issued a proposed finding that greenhouse gases pose a threat to public health and welfare. Scientists around the world base EPA's proposed endangerment finding on rigorous, peer-reviewed scientific analysis of six gases that have been the subject of intensive analysis: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The science clearly shows that concentrations of these gases are at unprecedented levels because of human emissions, and these elevated levels are very likely the cause of the increase in average temperatures and other changes in our climate. The EPA Administrator signed these findings on December 7, 2009. On December 15, 2009, the final findings were published in the Federal Register. The final rule became effective January 14, 2010.

This finding does not change any of the significance findings in the IS/ND, because the State of California had essentially already identified that greenhouse gases pose a threat through adoption of AB 32.

Nitrogen Dioxide

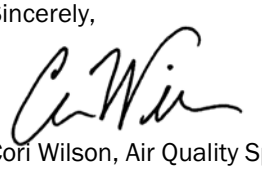
EPA established a new 1-hour nitrogen dioxide standard of 100 parts per billion (ppb) or 188 ug/m^3, which became effective April 12, 2010. In addition to establishing an averaging time and level, EPA also is setting a new "form" for the standard. The form is the air quality statistic used to determine if an area meets the standard. The form for the 1-hour nitrogen dioxide standard is the 3-year average of the 98th percentile of the annual distribution of daily maximum 1-hour average concentrations. This suite of standards will protect public health by limiting exposures to short-term peak concentrations of nitrogen dioxide – which primarily occur near major roads – and by limiting community-wide nitrogen dioxide concentrations to levels below those that have been linked to respiratory-related emergency department visits and hospital admissions in the United States.

The localized significance analysis (Table 2 of the IS/ND) indicates that onsite emissions of NOx would be approximately 26 pounds per day, which is below the localized significance threshold of 121 pounds per day. This threshold is based on the State standard for nitrogen dioxide (180 ppb), which is less stringent than the new EPA standard. However, concentrations of nitrogen dioxide are anticipated to be less than the new National ambient air quality standard. This potential impact is less than significant and does not change the significance findings in the IS/ND.

Summary

In summary, although there is new regulation regarding air quality and climate change, it does not impact the conclusions identified in the IS/ND.

Sincerely,



Cori Wilson, Air Quality Specialist
Michael Brandman Associates
621 E. Carnegie Drive, Suite 100
San Bernardino, CA 92408

Attachment C: Errata

Errata

The following clarifications and revisions are intended to update the Draft Initial Study/Negative Declaration (IS/ND) in response to comments received during the public review period and to reflect amendments to the CEQA Guidelines, adopted by the Secretary of Natural Resources on December 30, 2009. These changes, which have been incorporated into the Draft IS/ND, constitute the Final IS/ND, to be presented to the County Board of Supervisors for certification and approval. These clarifications and modifications clarify, amplify or make insignificant changes to the IS/ND. Revisions to the IS/ND have not resulted in new significant impacts or mitigation measures, nor has the severity of an impact increased. Recirculation of the IS/ND is not required pursuant to Section 15073.5 (c) (4) of the California Environmental Quality Act guidelines.

Revisions to the Draft Initial Study

The revisions are listed below by page number. All changes are shown in ~~strikeout~~ underline format.

Page 2

The first sentence of the third paragraph of Section 1.7.1 on page 2 is revised as follows:

> A multiuse trail would be constructed on the south side of the roadway that would vary between ~~7~~ 6.5 and ~~9.5~~ 13.5 feet in width.

Page 3

The first sentence of the third paragraph of page 3 is revised as follows:

> A multiuse trail would be constructed on the east side of the roadway that would ~~vary between~~ have a width of 9 ~~and 13.5~~ feet ~~in width~~.

Page 3

The first sentence of the last paragraph of page 3 (related to 5th Avenue improvements) is revised as follows:

> A multiuse trail would be constructed on the east side of the roadway that would ~~vary between~~ have a width of 9 ~~and 13.5~~ feet ~~in width~~.

Page 4

Based on refinements to the project design, Section 1.7-1 has been modified to include the following changes:

Based on final design plans, a bioswale may be constructed adjacent to the multiuse trail along 5th Avenue and the existing horse trail at the west end of 5th Avenue. The bioswale would consist of an irrigated vegetation-lined swale.

Page 21

The analysis contained in Section 3-2, Agricultural Resources has been modified to include the following changes:

2. AGRICULTURE AND FOREST RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

The following questions and answers have been added to the section and question c) has been changed to question e) with added text:

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

The proposed project will not conflict with existing zoning or cause rezoning of forest land, timberland or timberland zoned Timberland Production.

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

The proposed project will not result in the loss of forest land or the 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 nonagricultural use or conversion of forest land to non-forest use?

No Impact. The project site and surrounding areas are developed with primarily residential and industrial uses, and are not currently used as farmland. The proposed project would not result in the direct or indirect conversion of Farmland to non-agricultural uses or conversion of forest land to non-forest use. Therefore, no such impacts will occur.

Page 37

The following section was added after Section 3-6. Geology and Soils and subsequently modified the section title numbers throughout the document:

7. GREENHOUSE GAS EMISSIONS

Would the project:

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

The South Coast Air Quality Management District (SCAQMD) has not formally adopted thresholds of significance for greenhouse gases. However, it did publish working draft tiered thresholds.1 and 2 In one of the tiers, a project's amortized greenhouse gas emissions would be less than significant if under the following:

Commercial: 1,400 tons per year of carbon dioxide equivalents (tpy CO_2e)

Residential: 3,500 tpy CO_2e

Mixed use: 3,000 tpy CO_2e

Amortized emissions are annual operational emissions plus construction emissions (construction emissions are averaged over 30 years). As identified in Table 4 in the IS/ND, greenhouse gas emissions during construction would be 172 tons of CO_2e. As identified in the IS/ND, operational emissions would be 8 tpy CO_2e. Therefore, the project's amortized emissions would be equal to approximately 14 tpy CO_2e (8 + [172 ÷ 30]), which are far below the SCAQMD draft numerical thresholds of significance. This is additional evidence that although the project would emit greenhouse gases, the emissions would have a less than significant impact on the environment.

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

The IS/ND states the following regarding the significance finding of the project's emissions of greenhouse gases (page 31):

The threshold of significance used in this document does not simply evaluate if the project would result in an increase in greenhouse gas emissions. Instead, the threshold also addresses if the project would significantly hinder or delay the State's ability to meet the reduction targets contained in AB 32. This project would generate a minor amount of construction-related carbon dioxide. Construction emissions would be short term in

nature and would occur before the year 2020. AB 32 requires that emissions in the State of California be reduced to 1990 levels before the year 2020. Although some greenhouse gases can remain in the atmosphere for long periods, AB 32 does not regulate concentrations. Therefore, emissions during construction are less than significant.

The project would generate a small amount of operational greenhouse gas emissions from periodic maintenance activities. The project will result in reductions in vehicle miles traveled since it provides a facility for non-motorized transportation. The project would provide recreational uses near existing residential uses, thereby potentially reducing vehicle trips and the greenhouse gas emissions associated with those trips. The project is consistent with state strategies to reduce emissions. The project would not hinder or delay California's implementation of AB 32. This impact is less than significant.

The project would still be consistent with AB 32. The AB 32 Scoping Plan was adopted in December 2008; the project is still consistent with the Scoping Plan. There are still no plans, other than the Scoping Plan, for the purpose of reducing greenhouse gas emissions within the project's jurisdiction.

The impacts of the project associated with greenhouse gas emissions would be less than significant.

Page 51

Section 3-15(a) has been modified to include the following revisions:

a.) ~~Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?~~ Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact. The proposed project involves roadway width reductions, the construction of a multiuse trail, and improvements to the existing storm drain system in the project area. No vehicular traffic is anticipated to be generated by the project. All roadway width reductions would be consistent with the County's roadway design standards, and with the General Plan Circulation Element. Accordingly, the reduction in the widths of the streets would not affect the ability of the roadways to accommodate existing or future traffic loads when compared to the existing capacity.

The construction of a multiuse trail and the replacement of missing sidewalks along the project alignment would remove equestrian and pedestrian uses from the existing street system. The removal of these uses from the roadways would reduce the potential for traffic conflicts with nonmotorized activities, which lead to congestion on roadways in the existing condition. The proposed project does not conflict with any applicable plan, ordinance or policy established measures of effectiveness for the performance of the circulation system in this area. ~~Therefore, the implementation of the proposed project would not cause an increase in traffic in the project area, and associated~~ Impacts would be less than significant.

Page 52

Section 3-15(b) had been revised to read:

b.) ~~Exceed, either individually or cumulatively, a~~ Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less Than Significant Impact. As discussed above, the project is not expected to generate vehicular traffic and would not cause an increase in traffic in the project area. The proposed project will not conflict with any applicable congestion management program established by the County Congestions Management Agency for designated roads or highways. The County's Congestion Management Program (CMP) applies to projects that have the potential to generate a minimum of 50 vehicle trips through a CMP intersection. The proposed project does not have the potential to generate 50 or more trips through a CMP intersection.

Therefore, the project would not result in a level of service standard being exceeded for any roadways, and associated impacts would be less than significant.

Page 53

Section 3-15(f) has been deleted from the document:

~~**f.) Result in inadequate parking capacity?**~~

~~**No impact**. The proposed project includes roadway width reductions. However, in accordance with County design standards, parking would continue to be permitted on both sides of the narrowed roadways. Therefore, the roadway width reductions would not affect parking capacity. Additionally, the installation of multiuse trails, sidewalks, and subsurface storm drain improvements would not affect parking capacity; therefore, no impacts related to parking would occur.~~

Question g) has been changed to f) and revised to read:

f.) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact. The proposed project would have no affect on any adopted policies, plans or programs supporting alternative transportation including regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.