



# Agenda Report

City Council

**Date:** February 20, 2024  
**To:** Brian Saeki, City Manager  
**From:** Kyle Cason, Public Works Director  
**Subject:** Greenleaf Promenade

## **RECOMMENDATION**

Receive and file the report and provide direction as necessary.

## **BACKGROUND**

In November 2008, the Council approved the Uptown Whittier Specific Plan (UWSP) to assist in revitalizing the 185-acre Uptown area through adoption of a form-based code. The goal of the Specific Plan is to implement the following eight principals for design and future development: 1) Pedestrian orientation, 2) Mix of land uses, 3) Infill development, 4) Interconnected street system, 5) Quality of the public realm, 6) Distinct character, 7) Housing choice, and 8) Smart transportation and parking.

On February 26, 2019, City Council selected a concept design from SWA Architects for the Uptown Whittier Streetscape Beautification project inclusive of improvements from “paseo to paseo” along Greenleaf Avenue. The project area was approximately midblock north of Wardman Street to midblock north of Philadelphia Street and improvements consisted of new parklets, curbs, gutters, paving, concrete, tree removal, tree preservation, and tree replacement. At the time of the City Council discussion, the project costs were estimated at \$3.8M.

On May 28, 2019, City Council was presented with a summary of public input gathered as part of the Uptown Streetscape Plan process referencing desired improvements including outdoor dining and parklets, gathering spaces, enhanced safety, cleanliness, and walkability, among others.

In June 2020, due to the COVID-19 public health crisis, the City Council approved a temporary closure of Greenleaf Avenue to facilitate the Greenleaf Promenade Outdoor Dine & Shop program. The closure, commonly referred to as the Greenleaf Promenade, has allowed retailers and restaurants to operate their businesses in the City-owned public right-of-way through approval of a temporary encroachment permit while adhering to indoor occupancy restrictions. The application process detailed equipment guidelines, current health order protocols, and notice of the City’s right to revoke the permit at any time should it be deemed necessary due to non-compliance or public safety.

On March 23, 2021, the City Council received a presentation featuring a draft concept of a single-block closure of Greenleaf designed by SWA Architects. At that time, City Council directed staff to research traffic control alternatives and perform further outreach to stakeholders in the impacted Uptown area, specifically businesses, property owners, and nearby residents.

On August 10, 2021, City Council received the results of the Greenleaf Promenade community survey indicating support for the Promenade concept and feedback in alignment with the prior Streetscape Plan outreach process, including: outdoor dining, aesthetic uniformity, security, cleanliness, and diversification of businesses. Additional improvements including sidewalk repair, lighting, public art, and community gathering space were also noted. City Council action included approving an extension of encroachment permits through February 1, 2022 and directing staff to bring back a report containing further information regarding various options for the construction of a future hybrid or permanent Greenleaf Promenade.

On October 26, 2021, City Council authorized a hybrid concept for the Greenleaf closure that would include the installation of bollards to facilitate expedited police and fire response, uniform build-outs for dining and outdoor gathering, and hosting of special events along Greenleaf Avenue.

On March 8, 2022, the City Council authorized the City Manager to enter into an agreement with SWA Group for preliminary engineering and design services and directed staff to bring back an analysis of concerns brought forward by the Whittier Uptown Association (WUA), Uptown Whittier Improvement Association (UWIA) and Whittier Area Chamber of Commerce.

On June 14, 2022, the City Council directed staff to request a design option from SWA that details a “paseo to paseo” full closure from mid-block north of Philadelphia Street to mid-block south of Philadelphia Street along Greenleaf Avenue, with the remaining portions open to vehicular traffic.

On June 28, 2022, the City Council directed staff to proceed with the Open Street promenade design, with the understanding that traffic access will be temporarily closed at a minimum from Thursday through Saturday.

On September 27, 2022, the City Council was presented with a 30% design progress report.

On November 8, 2022, the City Council received and filed the progress report on the 30% design for Greenleaf Promenade Streetscape Project and authorized the City Manager to execute Amendment No. 1 with SWA for the Greenleaf Promenade Projected Professional Service Agreement A22-039, adding \$675,200 to the project.

At a study session held on February 14, 2023, the City Council directed staff to proceed with 4 x 4 pre-cast unit pavers, a running bond pattern with a gradient color blend, and a

pillowed finished for skate deterrence; pre-cast concrete unit pavers with central concrete panels for the intersection crosswalks and midblock crosswalks; primary overhead structures at Hadley and Wardman reviewed and approved by LA County Fire and secondary column structures at Bailey and Philadelphia; either a metal canopy option or a cantilevered umbrella option for businesses along Greenleaf Avenue; a paseo plaza in front of the Multideck Parking Structure that would be open space and to close the side driveway to the parking structure between the alley and Greenleaf Avenue; and the creation of a pocket park with open space at 7018 Greenleaf Avenue.

On March 21, 2023, the City Council directed Staff to work with the consultant to design a blend of sign options and then obtain input from the Uptown Association and the Business Improvement Area; to move forward with an open space design; and to explore design options similar to the lights in East Whittier.

As of May 1, 2023, all businesses removed their outdoor enclosures and Greenleaf Avenue is open to traffic.

On May 9, 2023, the City Council directed staff to move forward with streetlight options, modular tenant structures in consultation with the branding team, and removable bollards. The City Council also directed staff to move forward with a small pocket park at the City-owned property located at 7018 Greenleaf Avenue.

On August 22, 2023, the City Council authorized the City Manager to execute Amendment No. 2 with SWA for the Greenleaf Promenade Project Professional Services Agreement (A22-039). The amendment expanded the work limits to include designing and rehabilitating street, sidewalk, and alley approaches for an additional cost of \$84,500.

On September 12, 2023, the City Council discussed design options related to the new, small pocket park at the City-owned property located at 7018 Greenleaf Avenue and directed staff to move forward with the Weevos + Evos option manufactured by Landscape Structures.

On December 12, 2023, the City Council approved the final design documents for the Greenleaf Promenade and adopted Resolution No. 2023-87 approving an addendum to the approved Negative Declaration under the California Environmental Quality Act (CEQA) for the Uptown Whittier Streetscape plan along with an amendment to the Uptown Whittier Streetscape Plan.

On January 23, 2024, the City Council directed Staff to gather the public's questions and agendize a Special Study Session to further address those questions related to the Greenleaf Promenade. The Council requested public comments be addressed in a robust presentation.

## **DISCUSSION**

Staff will provide a presentation summarizing fifteen previous meetings, previous presentations, and comments received while also providing updated renderings of the approved design.

## **FISCAL IMPACT**

There is no fiscal impact associated with this report.

## **STRATEGIC PLANNING GOAL**

- Transparent & Open Government

## **ATTACHMENTS**

Attachment A – Amendment to the Uptown Streetscape Plan  
Attachment B – Addendum to Negative Declaration



uptown whittier  
**STREETScape**

BEAUTIFICATION PLAN - GREENLEAF PROMENADE AMENDMENT

NOVEMBER 27, 2023

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- 2.3 Program Diagram
- 2.4 Illustrative Plan
- 2.5 Conceptual Renderings

## **03.** AMENDMENTS AND ADDITIONS TO THE 2019 STREETScape PLAN

- p.19 Streetscape Beautification Plan *(Supersedes p.32 in the Streetscape Plan)*
- p.20 Streetscape Families - Key Map Plan *(Supersedes p.35 in the Streetscape Plan)*
- p.21 Type I Standard Greenleaf Promenade - Angled Parking *(New page in addition to p.36-37 in the Streetscape Plan)*
- p.22 Type I Standard Greenleaf Promenade - Expanded Public Realm *(New page in addition to p.36-37 in the Streetscape Plan)*
- p.23 Key Nodes - Key Map *(Supersedes p.51 in the Streetscape Plan)*
- p.24 Intersection Type A1 - Standards *(Supersedes p.52 in the Streetscape Plan)*
- p.25 Intersection Type A2 - Standards *(New page in addition to p.52 in the Streetscape Plan)*
- p.26 Mid-Block - Standards *(Supersedes p.57 in the Streetscape Plan)*
- p.27 Gateway - Standards *(Supersedes p.58 in the Streetscape Plan)*
- p.28 Street Trees - Standards *(Supersedes p.68 in the Streetscape Plan)*
- p.29 Street Trees - Canopy *(New page in addition to p.69 in the Streetscape Plan)*
- p.30 Understory Planting - Standards *(Supersedes p.72 in the Streetscape Plan)*
- p.31 Understory Planting - Greenleaf Promenade Palette *(New page in addition to p.73 in the Streetscape Plan)*
- p.32 Site Furnishing - Standards *(Supersedes p.74 in the Streetscape Plan)*
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- p.34 Site Furnishing - Parklets *(Supersedes p.78 in the Streetscape Plan)*
- p.35 Lighting - Standards *(Supersedes p.82 in the Streetscape Plan)*
- p.36 Lighting - Fixture Types *(Supersedes p.83 in the Streetscape Plan)*
- p.37 Accessibility + Loading - Standards *(Supersedes p.86 in the Streetscape Plan)*



*your* **UPTOWN** **01.**  
PEOPLE. PLACES. STREETS.

## INTRODUCTION

**1.1**

Amendment Background

**1.2**

Promenade Design Evolution

## INTRODUCTION

### AMENDMENT BACKGROUND

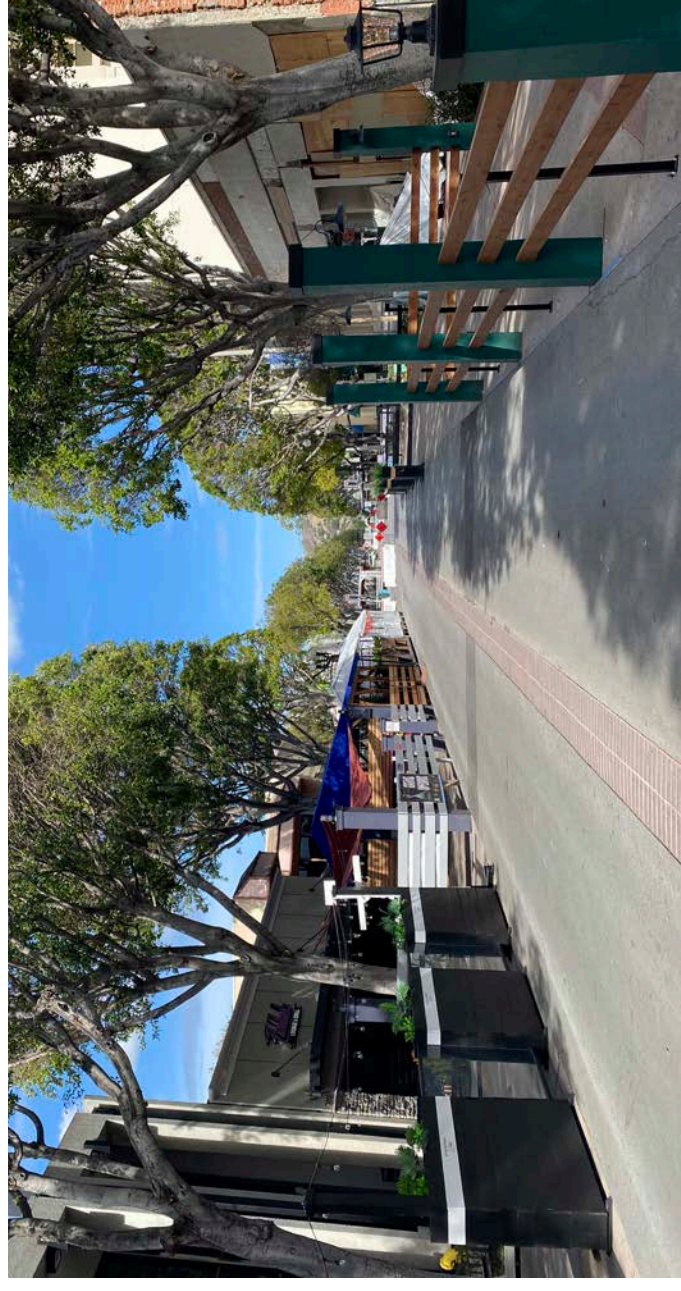
In February 2016, the City initiated preparation of the Uptown Whittier Streetscape Beautification Plan (Streetscape Plan), an implementing action of the Specific Plan intended to provide design solutions for enhancing streetscapes within Uptown Whittier. A multi-year process of staff meetings, field investigations, public workshops (a total of three), commission meetings and City Council reviews was synthesized by SWA Group into a plan that represents the ideas and preferences of the community, commissions, and Council. Per the public input gathered, emphasis was placed on improvements including outdoor dining and parklets, gathering spaces, enhanced safety, cleanliness and walkability.

The Streetscape Plan separates Uptown streets into a hierarchy of Type I through IV street standards, providing prototypical plan views and cross-sections of each type. The Streetscape Plan provides guidelines for public realm programming, design strategies for landscape and hardscape improvements, and design strategies for street furnishings and pedestrian safety. Street beautification concepts are structured as a 'kit of parts', addressing tree succession, streets, curbs, gutters, sidewalks, surface parking and loading, street intersections, mid-block crossings, parking planters, parklets, paving, street tree and understory planting palette, site furnishings, lighting, and art installations.

The Streetscape Plan was adopted in May 2019. As part of the plan preparation, several design concepts were explored for an area along Greenleaf Avenue approximately midblock north of Wardman Street to midblock north of Philadelphia Street. In February 2019, City Council selected 'Gardens of Uptown' as the preferred concept for implementation.

During the COVID-19 public health crisis beginning in 2020, Council authorized a temporary closure of Greenleaf Avenue. This generated new perspectives on the possible uses of space within the public right-of-way, and the opportunities associated with reduction of vehicular access and expansion of the public realm. As outlined in more detail under Promenade Design Evolution, through successive timeline extensions of the Promenade, several design studies, and synthesis of public outreach, the direction from the City Council in June 2022 was to proceed with an open Promenade concept, permanently expanding the public realm and allowing the street to be intermittently closed to vehicular traffic.

This amendment incorporates the Council-approved design of the Promenade into the Streetscape Plan, superseding 'Gardens of Uptown' as the selected design for implementation. Further, it amends the 2019 plan as necessary to reflect and accommodate the elements of the Promenade in the overall design framework put forth in the Streetscape Plan.





## INTRODUCTION

### PROMENADE DESIGN EVOLUTION

In June 2020, due to the COVID-19 public health crisis, the City Council approved a temporary closure of Greenleaf Avenue to facilitate the Greenleaf Promenade Outdoor Dine & Shop program. The closure, commonly referred to as the Greenleaf Promenade, allowed retailers and restaurants to operate their businesses in the City-owned public right-of-way through approval of a temporary encroachment permit. The closure was extended in October 2020.

In February 2021, SWA Group was engaged to provide conceptual study for an all-pedestrian promenade. This represented a shift from the 'Gardens of Uptown' concept selected for Greenleaf Avenue in February 2019, which did not propose limiting vehicular traffic.

A draft concept for a single block design was presented to Council in March 2021, at which time Staff were directed to research traffic control alternatives and perform further outreach to stakeholders in the impacted Uptown area including businesses, property owners and nearby residents. Results of the outreach were presented in August 2021, indicating that more than 1,600 of 1,800 community members supported a permanent Promenade. Of those respondents, 60 of 81 Uptown businesses supported the permanent closure, as well as 199 of 241 uptown property owners. When asked to rank priorities within the Promenade, common responses aligned with feedback received during the prior Streetscape Plan outreach process and included outdoor dining, aesthetic uniformity, security, cleanliness, and diversification of businesses.

Additional improvements including sidewalk repair, lighting, public art, and community gathering space were also noted. City Council approved an extension of the Promenade, and directed staff to bring back a report with further information regarding various options for the construction of a future hybrid or permanent Greenleaf Promenade.

In October of 2021, City Council authorized a hybrid concept for the Greenleaf closure that would include the installation of bollards to facilitate expedited police and fire response, uniform build-outs for dining and outdoor gathering, and hosting of special events along Greenleaf Avenue.

In March of 2022, SWA Group was engaged to provide preliminary engineering and design services for the hybrid Promenade design. Concurrently, Council directed staff to bring back an analysis of concerns brought forward by the Whittier Uptown Association (WUA), Uptown Whittier Improvement Association (UWIA) and Whittier Area Chamber of Commerce.

In June of 2022, SWA were asked to provide a design option detailing a "paseo to paseo" full closure from mid-block north of Philadelphia Street to mid-block south of Philadelphia Street along Greenleaf Avenue, with the remaining portions open to vehicular traffic. In June of 2022, the City Council directed staff to proceed with the Open Street promenade design, with the understanding that traffic access will be temporarily closed at a minimum from Thursday through Saturday.

In September of 2022, the City Council was presented with a 30% design progress report. In November, SWA Group were authorized to engage a full team of design consultants and continue moving the project into 100% plans. The design plans shown in the next chapter represent the Council-approved design for the Promenade.





*your* **UPTOWN** **02.**  
PEOPLE. PLACES. STREETS.

## PROMENADE DESIGN

- 2.1** Scope and Design Approach
- 2.2** Illustrative Street Section
- 2.3** Program Diagram
- 2.4** Illustrative Plan
- 2.5** Conceptual Renderings

## PROMENADE DESIGN

### SCOPE AND DESIGN APPROACH

## GREENLEAF PROMENADE

The Greenleaf Promenade spans three blocks, from Wardman Street to Hadley Street. In addition to the street improvements, two adjacent pocket parks are planned. While the specific design of these parks is not governed by the Streetscape Plan and therefore not part of this amendment, they are consistent with intentions of the plan in utilizing and enhancing street-adjacent parcels as paseos and park space.

The Promenade design program responds to key takeaways from the community outreach performed during the development of the Streetscape Plan, including expansion of the public realm, new gathering spaces, increased planting, space for outdoor dining, decorative lighting, improved walkability and enhanced safety.

The design removes a portion of the existing angled street parking to expand the public realm with a mix of flexible program zones and planting. The program zones can be furnished for public use, or leased by the City to adjacent tenants for outdoor dining. A system of modular precast seatwalls define the edges of the pedestrian space, protecting from vehicular traffic and doubling as seating devices. Retractable bollards at each block allow the streets to be closed for special uses and events. Pedestrian areas are paved with precast unit pavers with a gradient color blend and a pillowed finished for skate deterrence. Intersections use vehicular precast concrete unit pavers. Existing ornamental light poles are relocated, and supplemental light fixtures as well as overhead decorative lights are introduced. Primary over-the-road gateway monumentation is featured at Hadley Street and Wardman Street, and secondary pylon monuments at Philadelphia Street and Bailey Street.

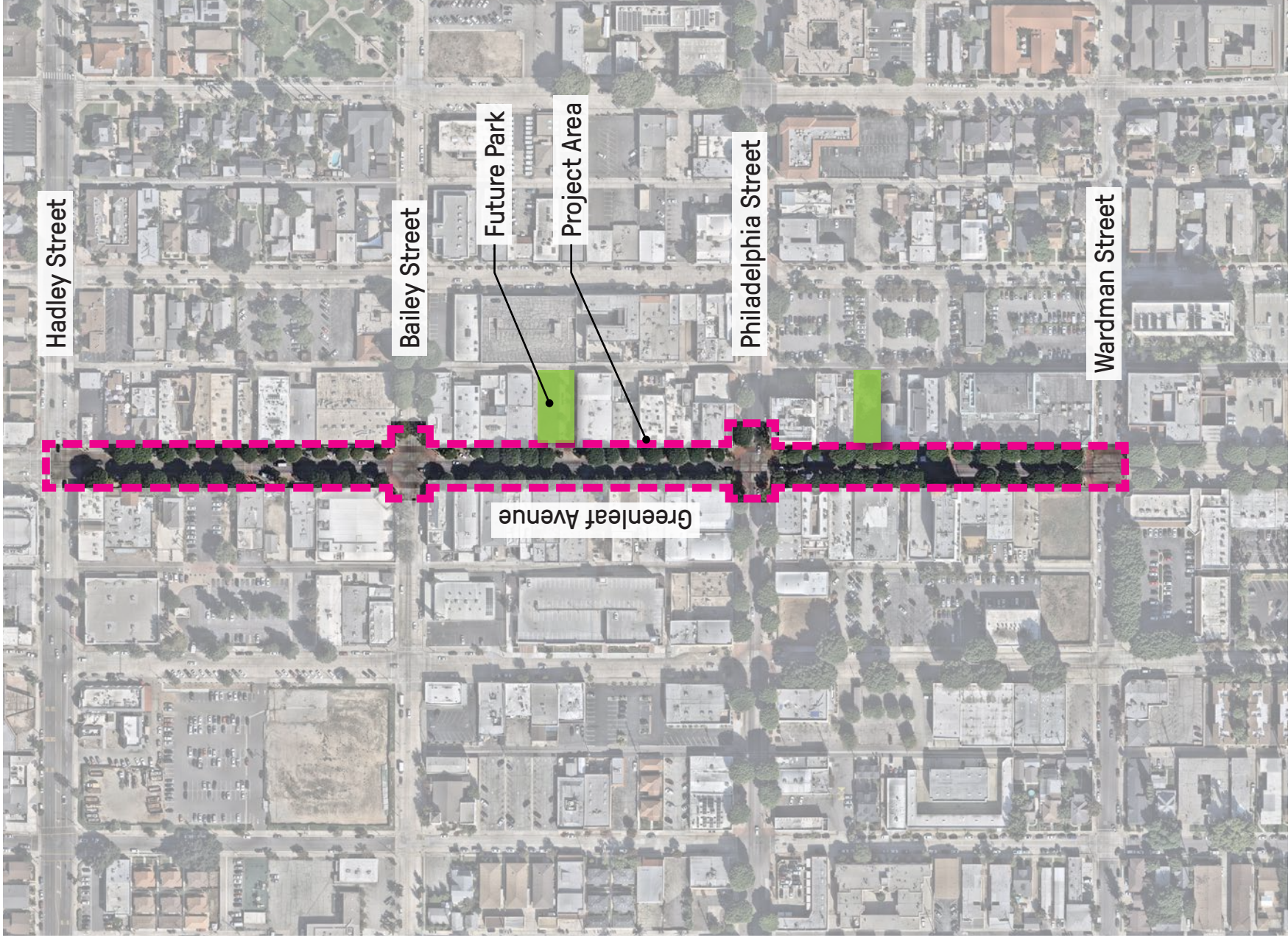
Challenges posed by existing site conditions include steep site grades and cross slopes, poor soil infiltration, and extensive damage to existing pavement caused by Ficus tree roots.

The proposed design resolves and mitigates issues through careful grading, introduction of plant material better suited for dense urban conditions, and use of modular paving materials and furnishings that allow for removal and replacement as needed for utility repairs and other public works efforts without permanent impact to hardscape.

Due to the site grading adjustments required to achieve ADA-compliant surfaces and functional street drainage, the design removes all existing Ficus trees (consistent with the long-term intent of the Streetscape Plan as well as the Uptown Specific Plan) and introduces new canopy trees and understory planting.

In addition to the design presented herein, the City has engaged RSM as a branding consultant to develop future Uptown Whittier branding and signage elements. This process is ongoing as of November 2023, and will impact the final design of Promenade monumentation and signage.

The Greenleaf Promenade is envisioned as a space for all of Uptown, enhancing everyday life experiences and providing a central gathering space for special events. The design offers flexibility to adjust with changing needs, to grow and evolve with the community.



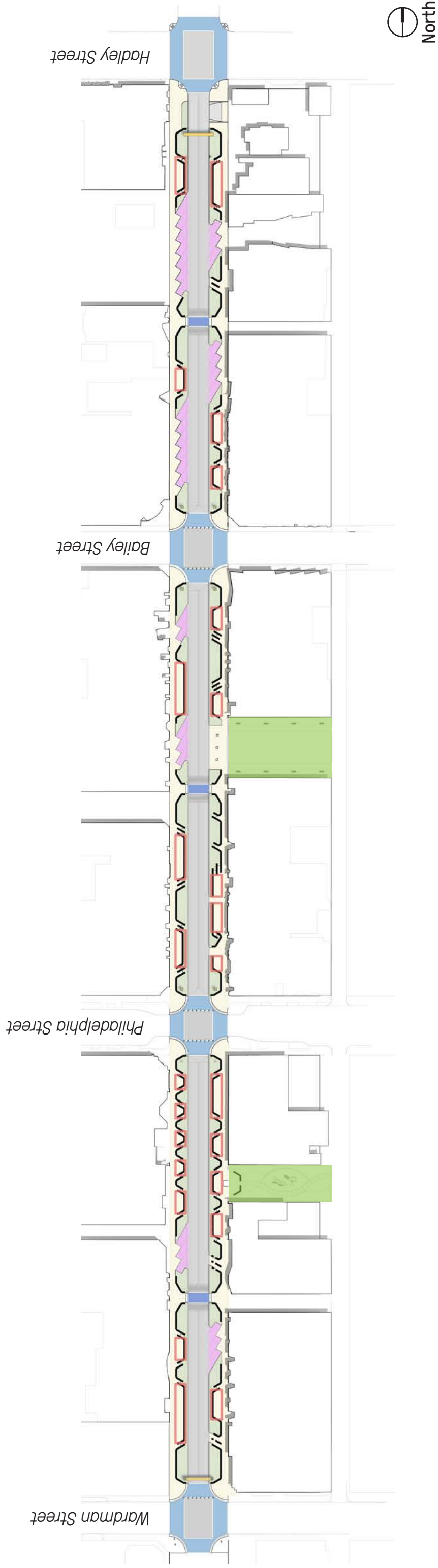
# PROMENADE DESIGN

ILLUSTRATIVE STREET SECTION



# PROMENADE DESIGN

PROGRAM DIAGRAM - OVERVIEW



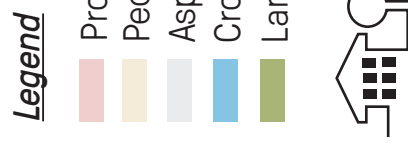
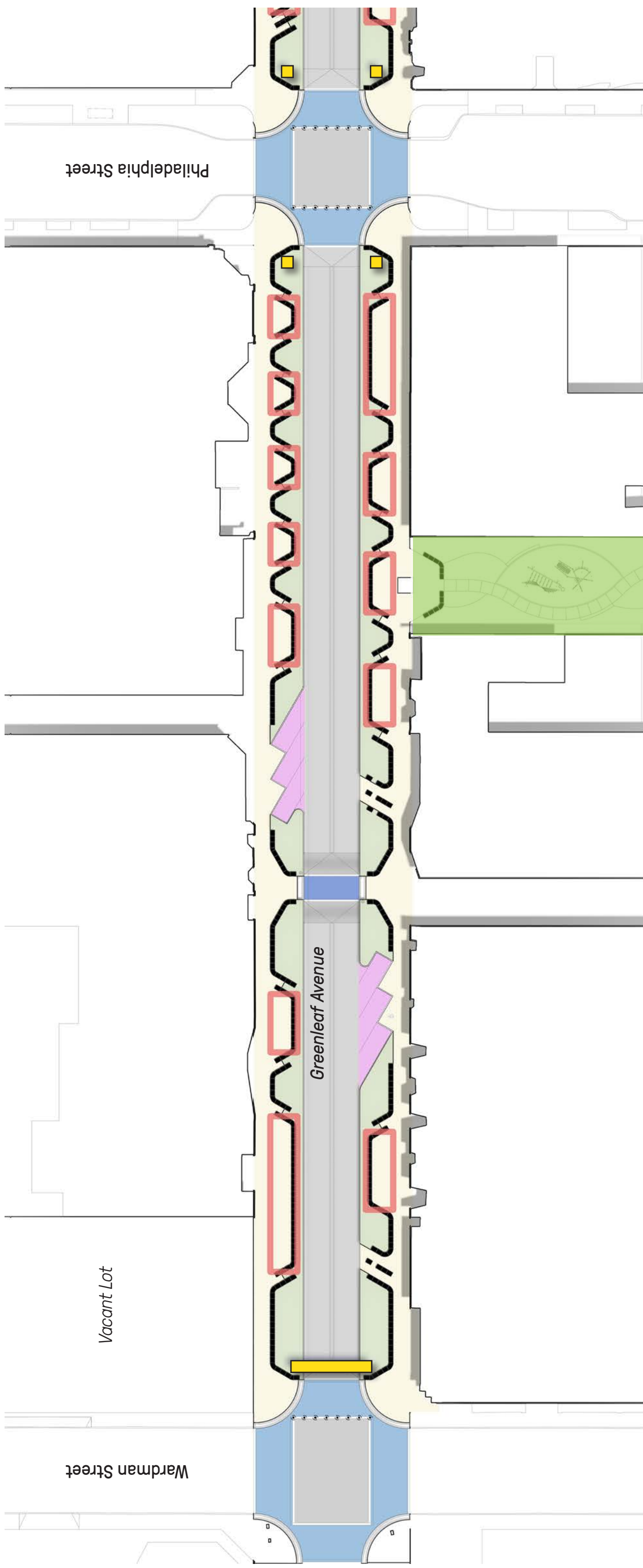
## Legend

- Proposed Parking
- Pedestrian Paving
- Asphalt Road
- Crosswalk
- Landscape Planting
- Seat Wall
- Gateway
- Mid-Block Crossing
- Program Zone
- Future Park



# PROMENADE DESIGN

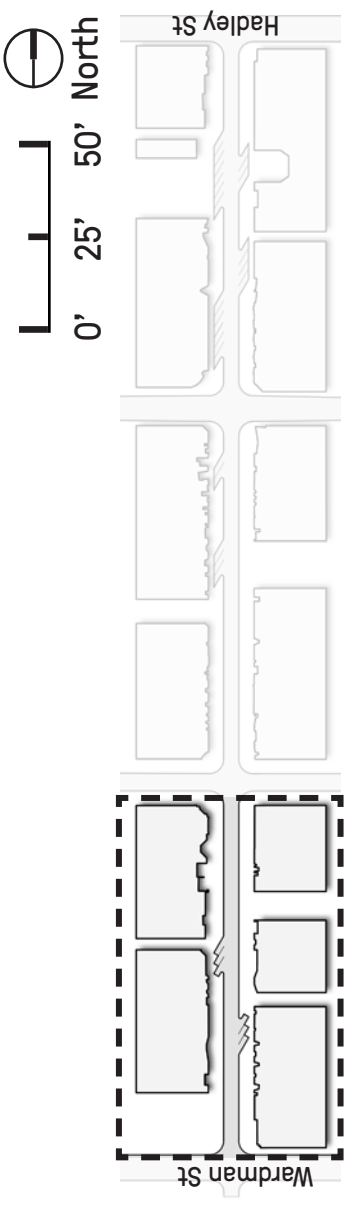
PROGRAM DIAGRAM - WARDMAN ST TO PHILADELPHIA ST



**Legend**

- Proposed Parking
- Pedestrian Paving
- Asphalt Road
- Crosswalk
- Landscape Planting
- Seat Wall
- Gateway
- Mid-Block Crossing
- Program Zone
- Future Park

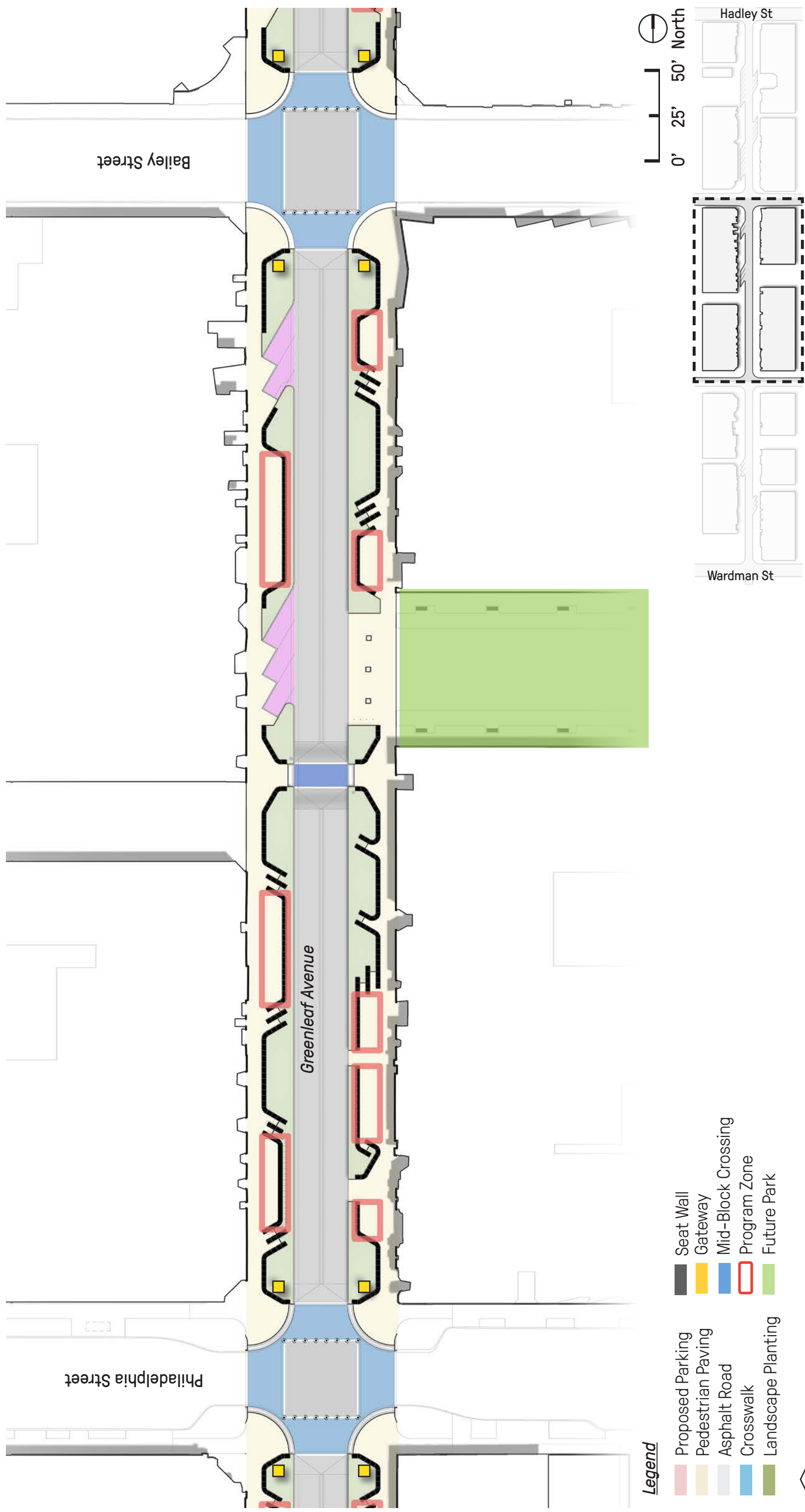
0' 25' 50' North



The Streetscape Beautification Plan - Greenleaf Promenade Amendment

# PROMENADE DESIGN

PROGRAM DIAGRAM - PHILADELPHIA ST TO BAILEY ST



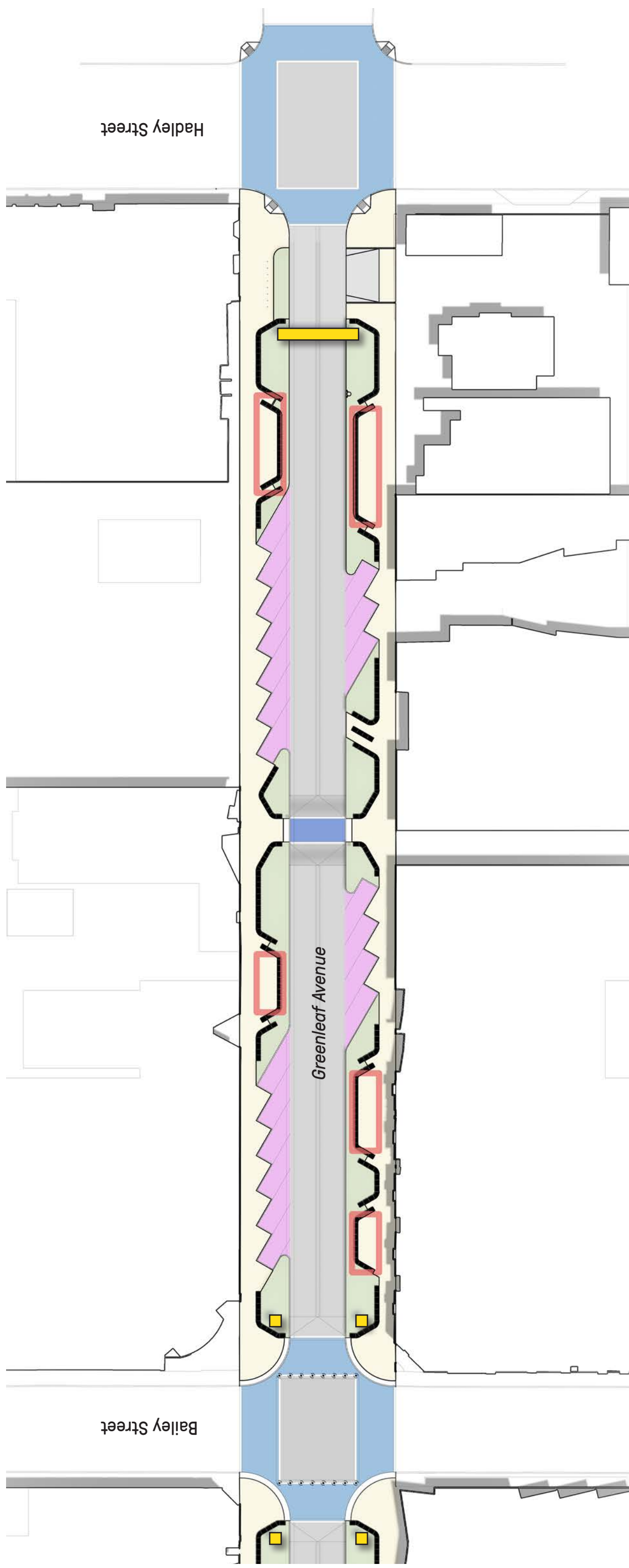
### Legend

- Proposed Parking
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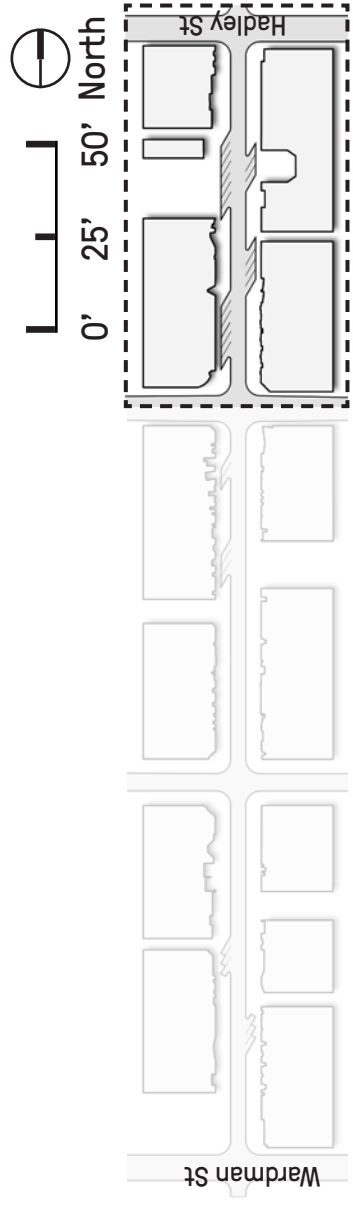
# PROMENADE DESIGN

PROGRAM DIAGRAM - BAILEY ST TO HADLEY ST



## Legend

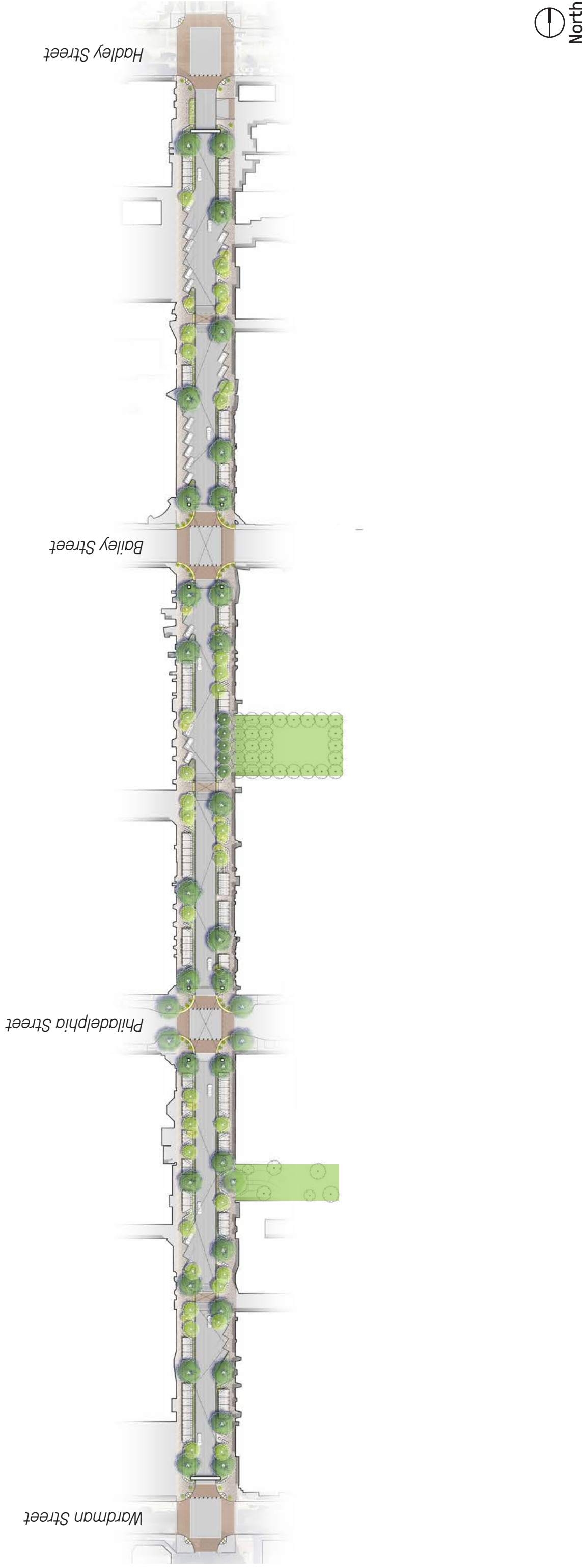
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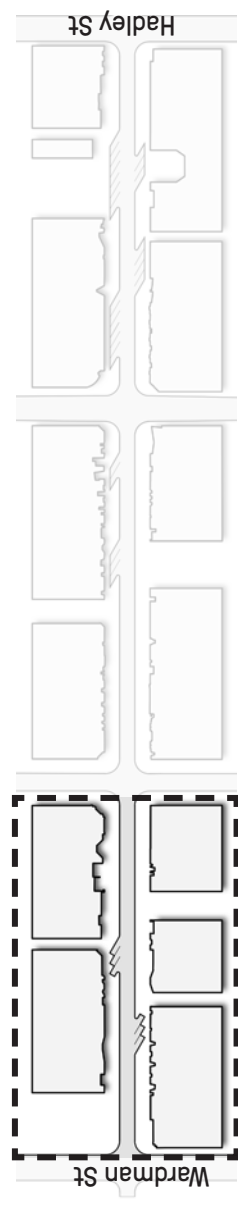
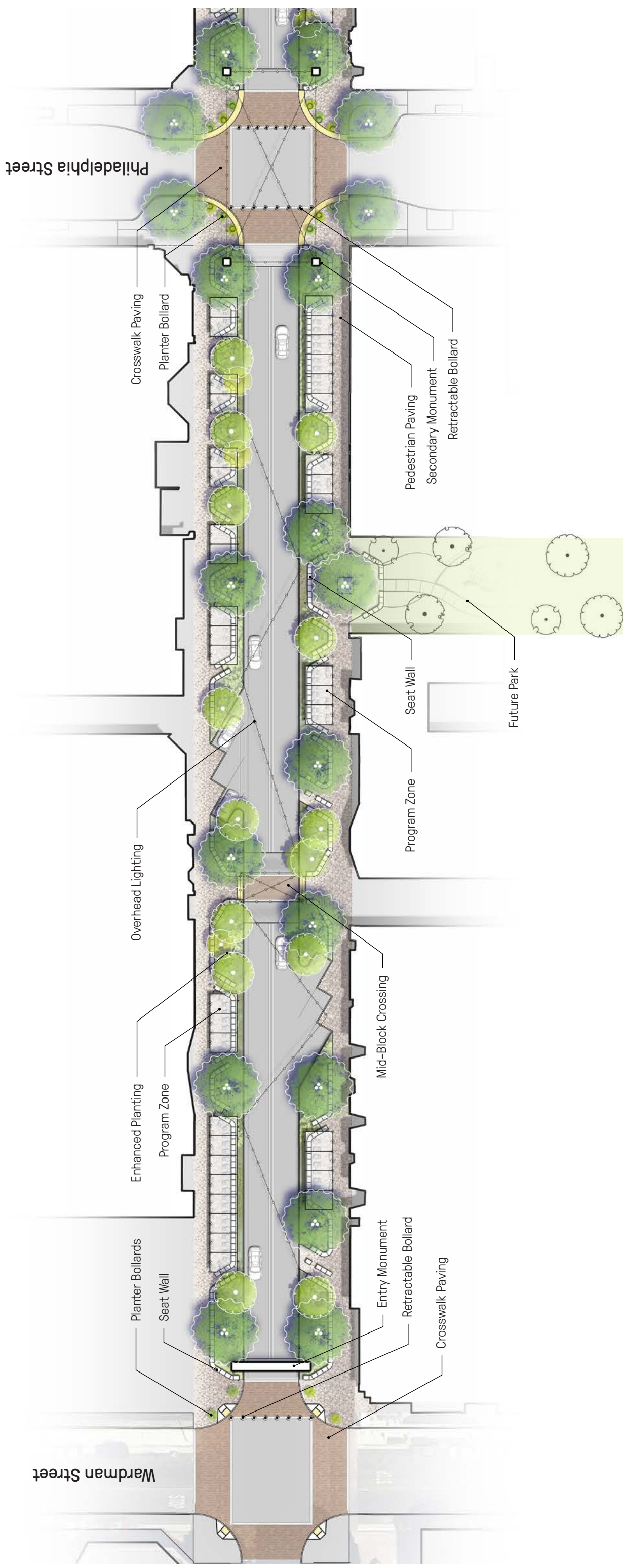
**PROMENADE DESIGN**

ILLUSTRATIVE PLAN - OVERVIEW



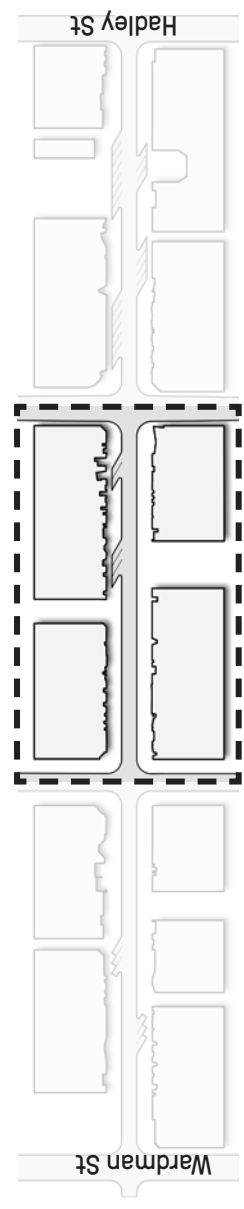
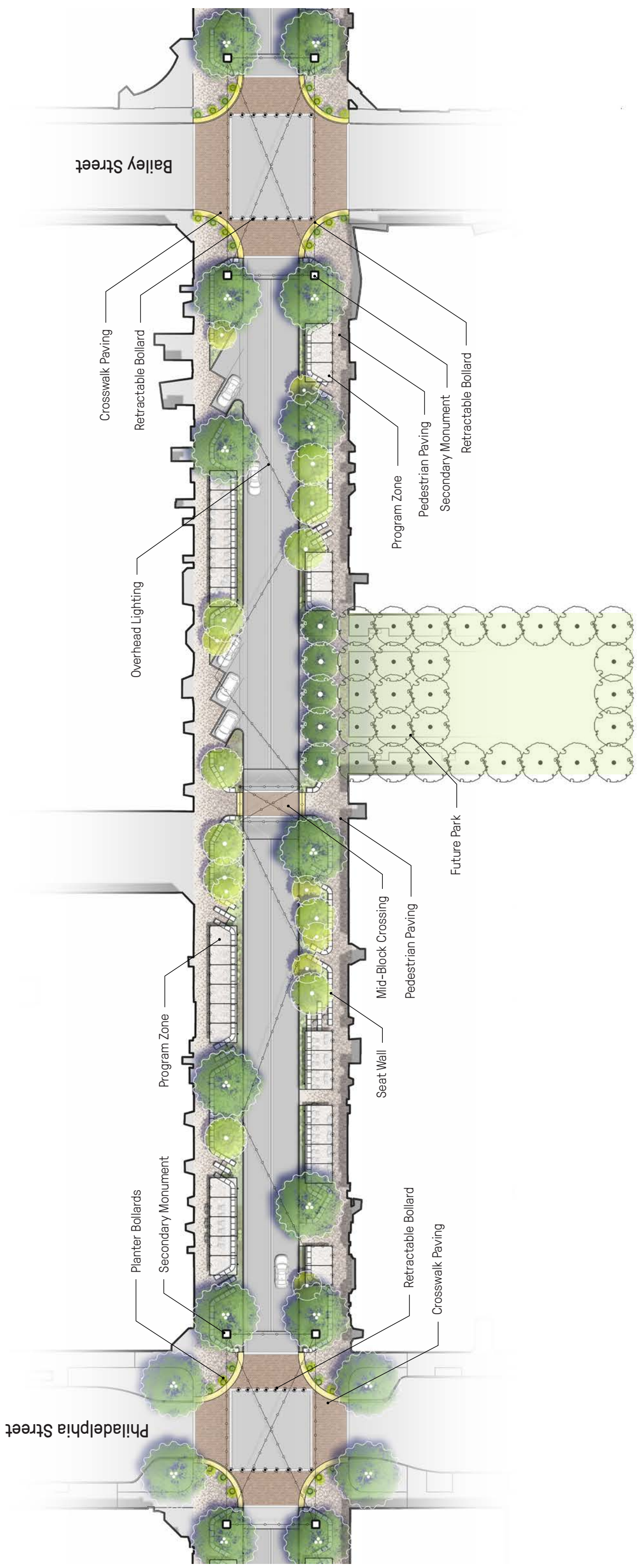
# PROMENADE DESIGN

ILLUSTRATIVE PLAN - WARDMAN ST TO PHILADELPHIA ST



# PROMENADE DESIGN

ILLUSTRATIVE PLAN - PHILADELPHIA ST TO BAILEY ST



# PROMENADE DESIGN

ILLUSTRATIVE PLAN - BAILEY ST TO HADLEY ST



# PROMENADE DESIGN

## CONCEPTUAL RENDERINGS

*Note: Renderings are conceptual in nature and represent design intent*



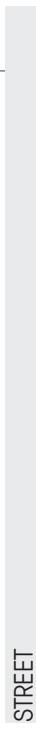

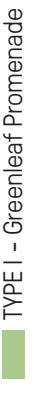


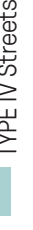
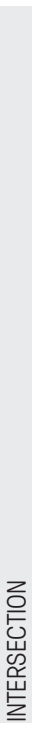

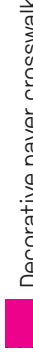
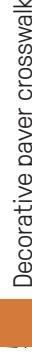
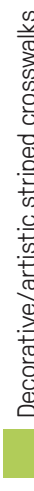
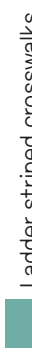
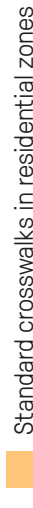
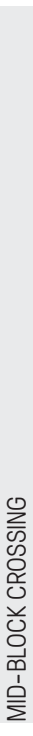
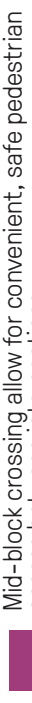
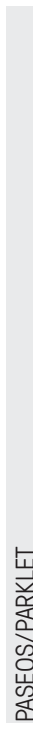
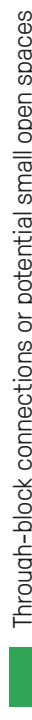
*your* **UPTOWN** **03.**  
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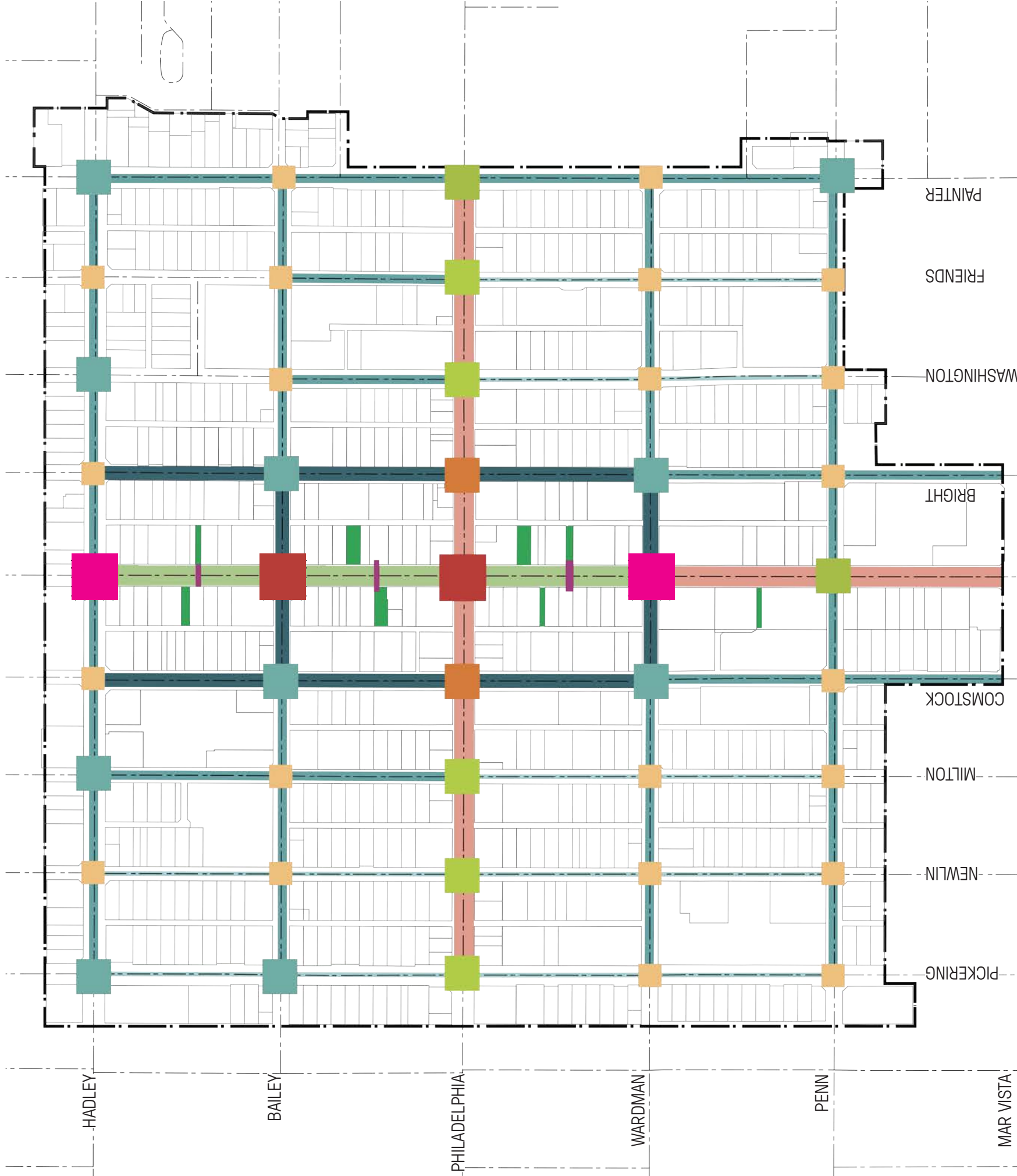
AMENDMENTS AND  
ADDITIONS TO THE  
2019 PLAN



# UPTOWN WHITTIER STREETSCAPE BEAUTIFICATION PLAN

The Uptown Whittier Streetscape Beautification Plan is composed of a collection of streetscape families and key nodes. Each family and node type works together to create the whole of Uptown Whittier. The typologies are organized hierarchically with the greatest emphasis placed on the intersections of the Greenleaf Promenade.

	<b>STREET</b>
	TYPE I Streets
	TYPE I - Greenleaf Promenade
	TYPE II Streets
	TYPE III Streets
	TYPE IV Streets
	<b>INTERSECTION</b>
	Decorative paver crosswalk with zero-curb conditions
	Decorative paver crosswalk
	Decorative paver crosswalk
	Decorative/artistic striped crosswalks
	Ladder striped crosswalks
	Standard crosswalks in residential zones
	<b>MID-BLOCK CROSSING</b>
	Mid-block crossing allow for convenient, safe pedestrian access between intersections
	<b>PASEOS/PARKLET</b>
	Through-block connections or potential small open spaces

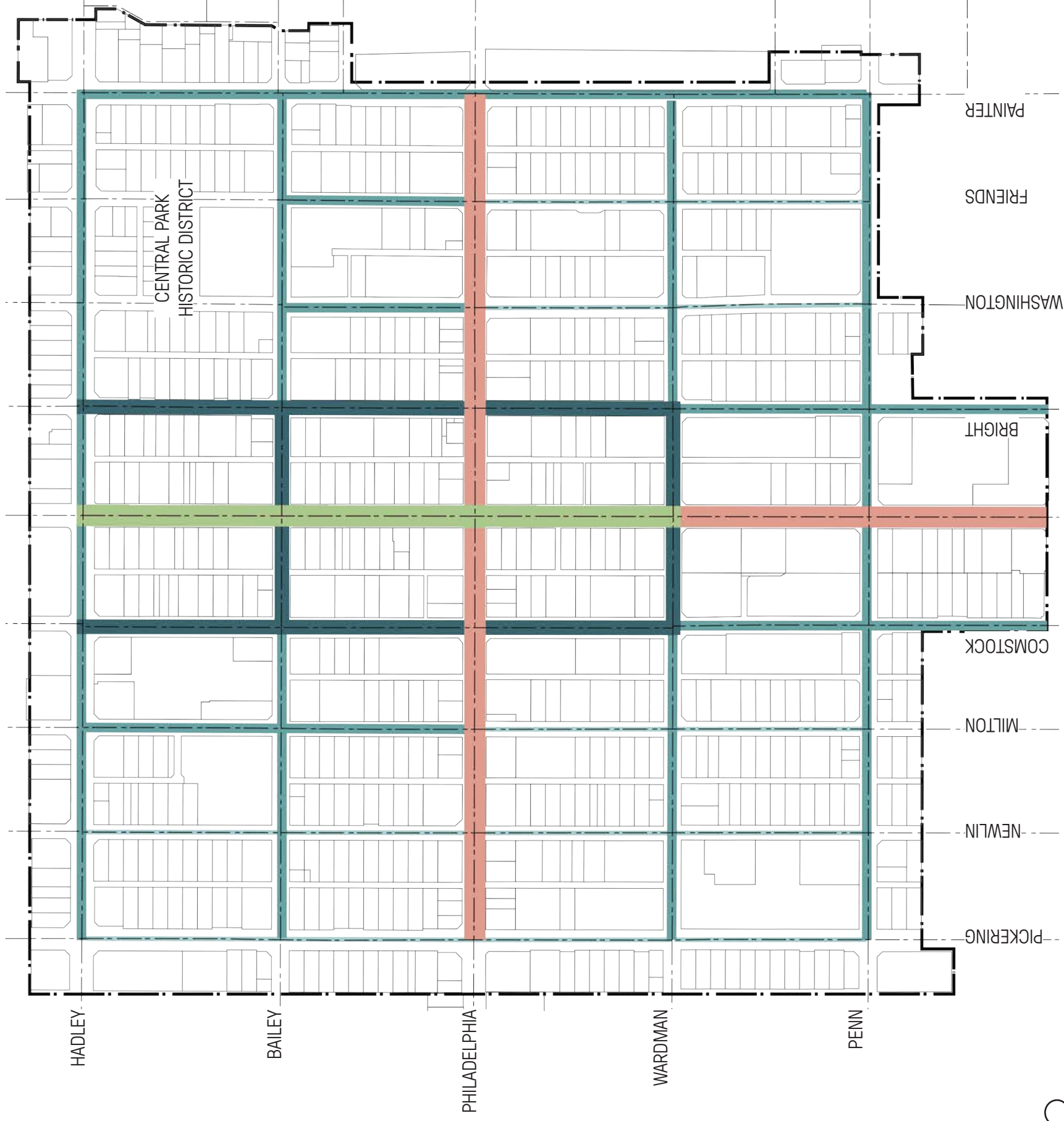


The Streetscape Beautification Plan - Greenleaf Promenade Amendment

Streetscape Beautification Plan (Supersedes p.32 in the Streetscape Plan)

# STREETSCAPE FAMILIES

KEY MAP



## REBRAND UPTOWN

- **Type I** Streets define the primary axes of Uptown
- **Type I - Greenleaf Promenade** Expanded public realm with provisions for temporary street closures

## RENEW UPTOWN

- **Type II** Streets define the core commercial area of Uptown

## REVITALIZE UPTOWN

- **Type III** Streets define the secondary commercial area of Uptown

## REFRESH UPTOWN

- **Type IV** Standard Streets are primarily Residential Streets

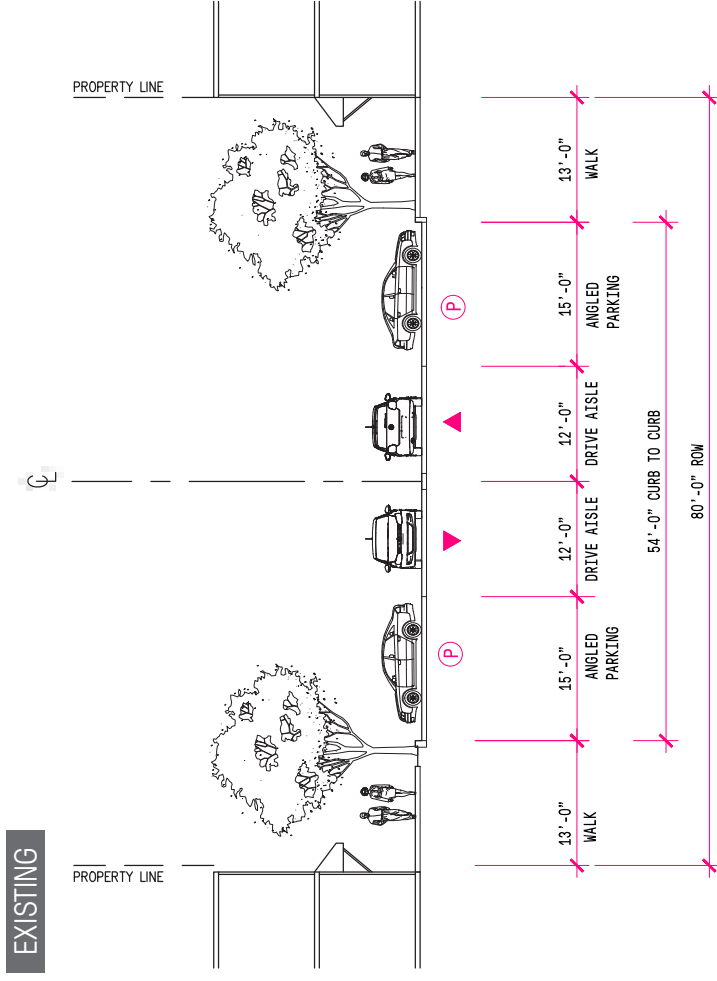




# STREETSCAPE FAMILIES

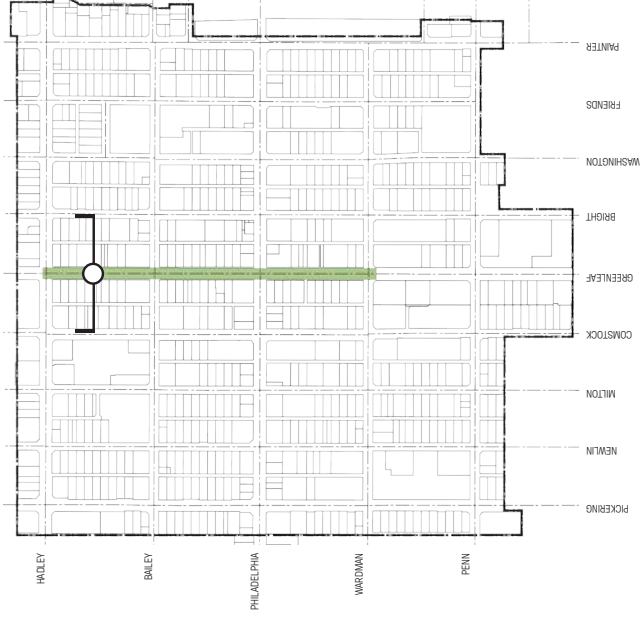
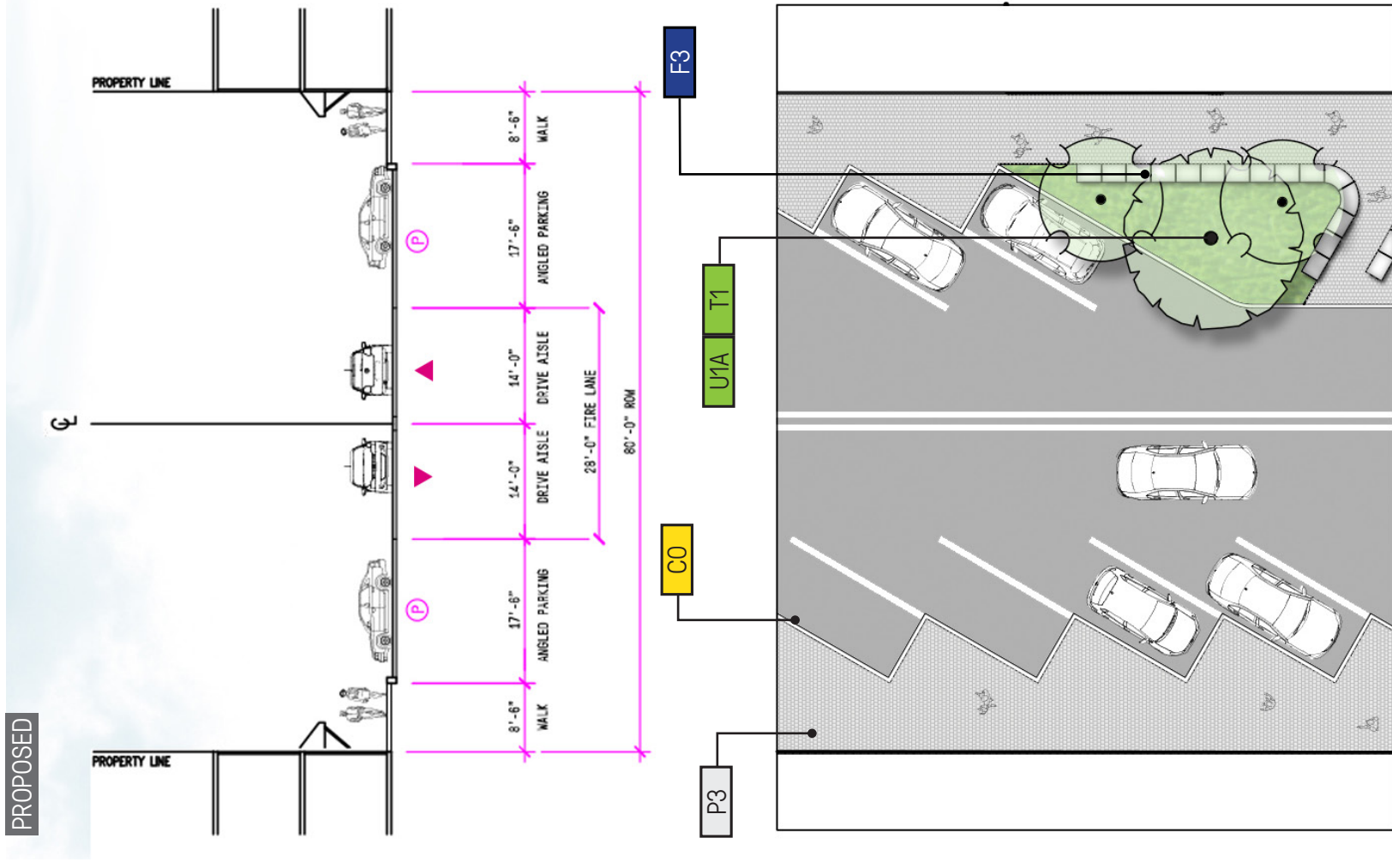
REBRAND UPTOWN

## TYPE I STANDARD - GREENLEAF PROMENADE 80' ROW | ANGLED PARKING



### KEY DESIGN CONCEPT

The Greenleaf Promenade consists of three enhanced blocks of the primary commercial street of Uptown Whittier, with expanded pedestrian realm. Where angled parking occurs, 8'-6" of pedestrian walkway is provided.



### PROPOSED STREET STANDARDS

VEHICULAR	
Right of Way	80'
Sidewalk Width	Varies (8' min. clear)
Traffic Lanes	1 Lane Each Way (14' Travel Lanes)
Parking Lanes	Angled (Where Occurs)
Bike	Shared With Vehicular Traffic
LANDSCAPE	
Tree Location	In Expanded Planting Areas
Tree Spacing	Varies, See Promenade Design Plan
Tree Type	Greenleaf Promenade Tree Mix
Sustainable Strategies	Expanded Planting Areas

### DESIGN PALETTE

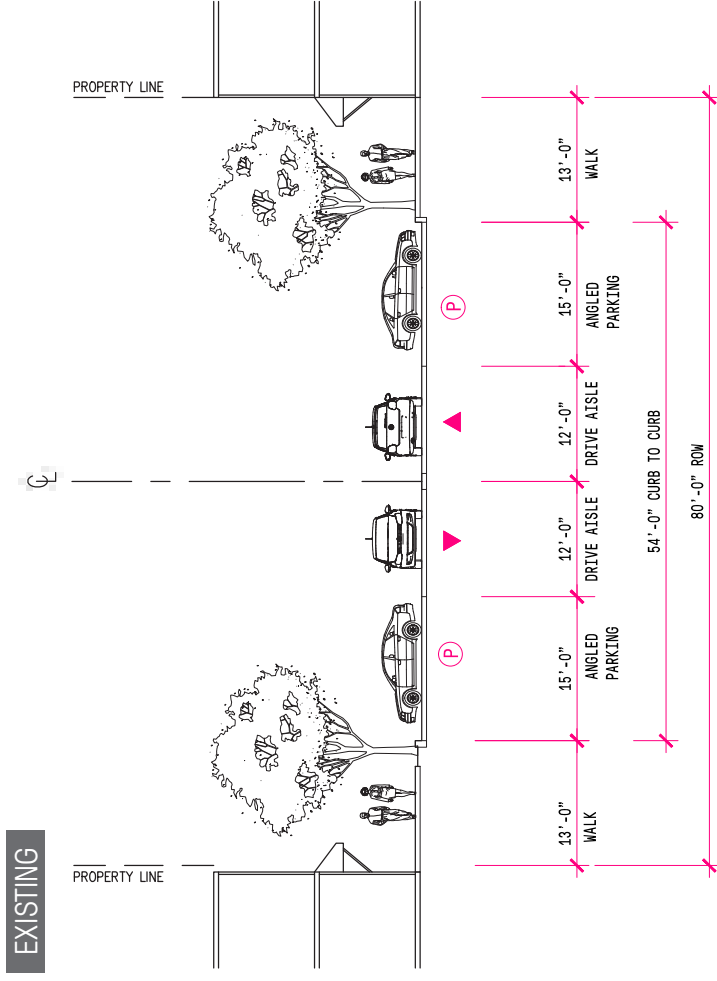
ITEM	
P3	Paver
C0	Proposed Curb
C3	Diamond Planter Curb
T1	Canopy Tree
U1A	Greenleaf Promenade Planting
F3	Specialized Seating



# STREETSCAPE FAMILIES

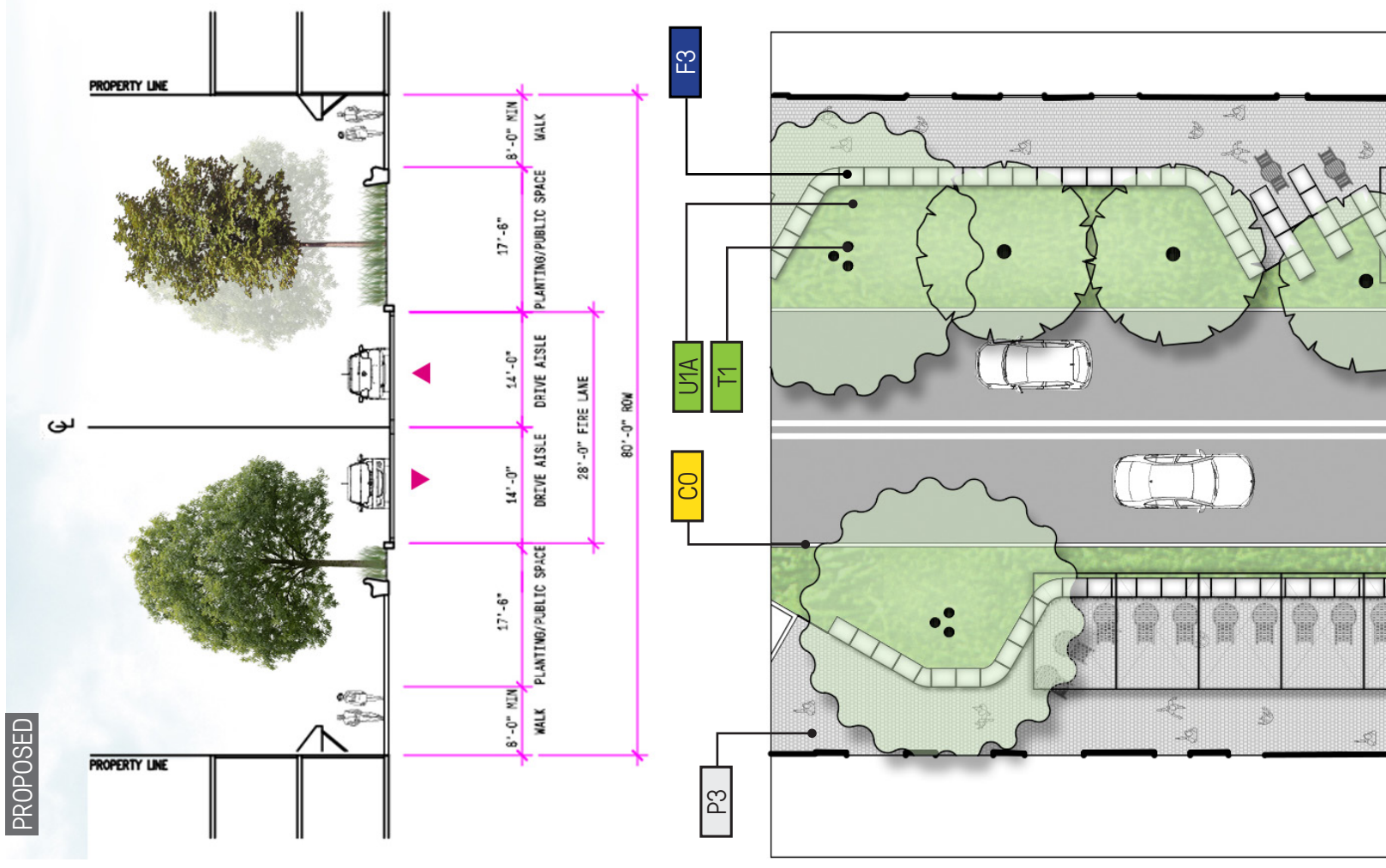
REBRAND UPTOWN

## TYPE I STANDARD - GREENLEAF PROMENADE 80' ROW | EXPANDED PUBLIC REALM



### KEY DESIGN CONCEPT

The Greenleaf Promenade consists of three enhanced blocks of the primary commercial street of Uptown Whittier, with expanded pedestrian realm. Where existing angled parking has been removed, the street consists of a combination of walkways, expanded planting areas and program zones for a variety of uses.



### PROPOSED STREET STANDARDS

VEHICULAR	
Right of Way	80'
Sidewalk Width	Varies (8' min. clear)
Traffic Lanes	1 Lane Each Way (14' Travel Lanes)
Parking Lanes	Angled (Where Occurs)
Bike	Shared With Vehicular Traffic
LANDSCAPE	
Tree Location	In Expanded Planting Areas
Tree Spacing	Varies, See Promenade Design Plan
Tree Type	Greenleaf Promenade Tree Mix
Sustainable Strategies	Expanded Planting Areas

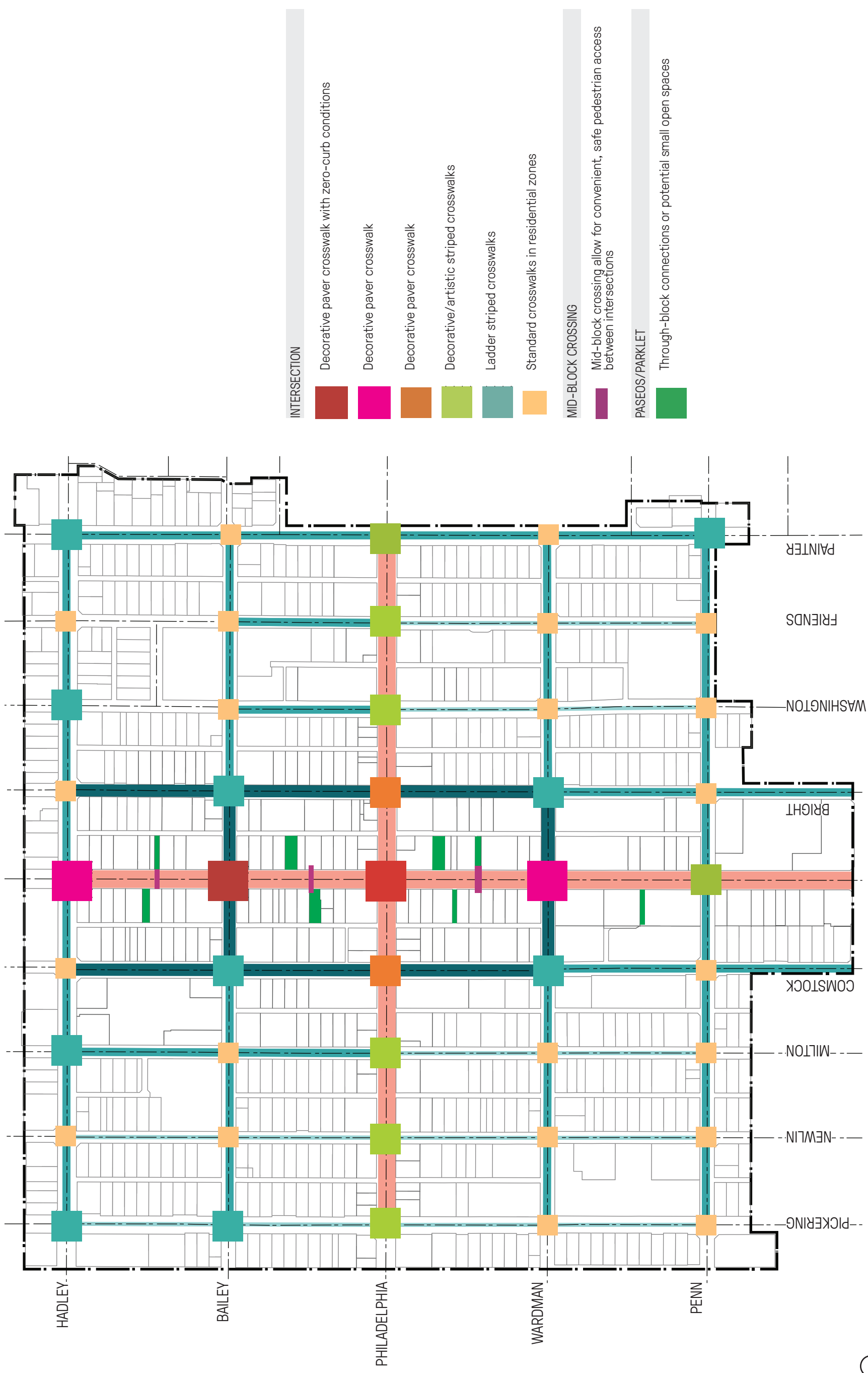
### DESIGN PALETTE

ITEM	DESCRIPTION
P3	Paver
C0	Proposed Curb
C3	Diamond Planter Curb
T1	Canopy Tree
U1A	Greenleaf Promenade Planting
F3	Specialized Seating



# KEY NODES

KEY MAP



## KEY NODES

### INTERSECTIONS

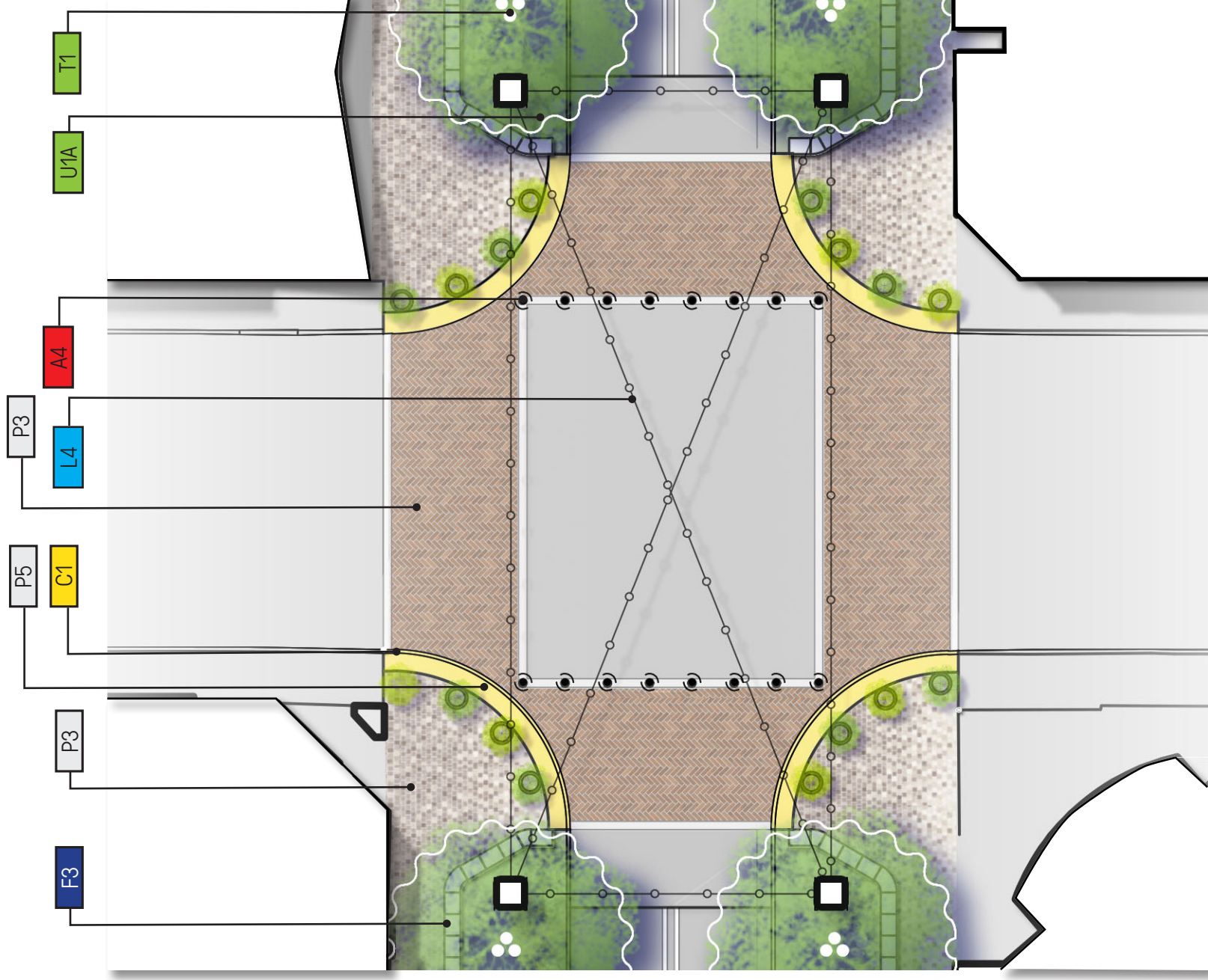


## INTERSECTION TYPE A1 STANDARDS



### KEY DESIGN CONCEPTS

Intersection Type A1 occurs at the two central intersections of the Greenleaf Promenade, at Philadelphia Street and at Bailey Street. A zero curb condition is provided, with planter bollards protecting the pedestrian walkways. Vehicular concrete unit pavers in a herringbone pattern signify the crosswalk, framing a central concrete panel. Retractable bollards allow for temporary closure of the Promenade blocks. At this prominent location, decorative overhead lighting is encouraged.



DESIGN PALETTE	
ITEM	
P3	Paver
P5	Truncated Domes
C1	New Curb
T1	Canopy Tree
T2	Accent Tree
U1A	Greenleaf Promenade Planting
F3	Specialized Seating
A4	Retractable Bollards
L4	Festoon Lights

## KEY NODES

### INTERSECTIONS

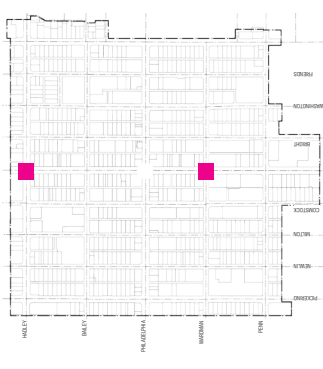
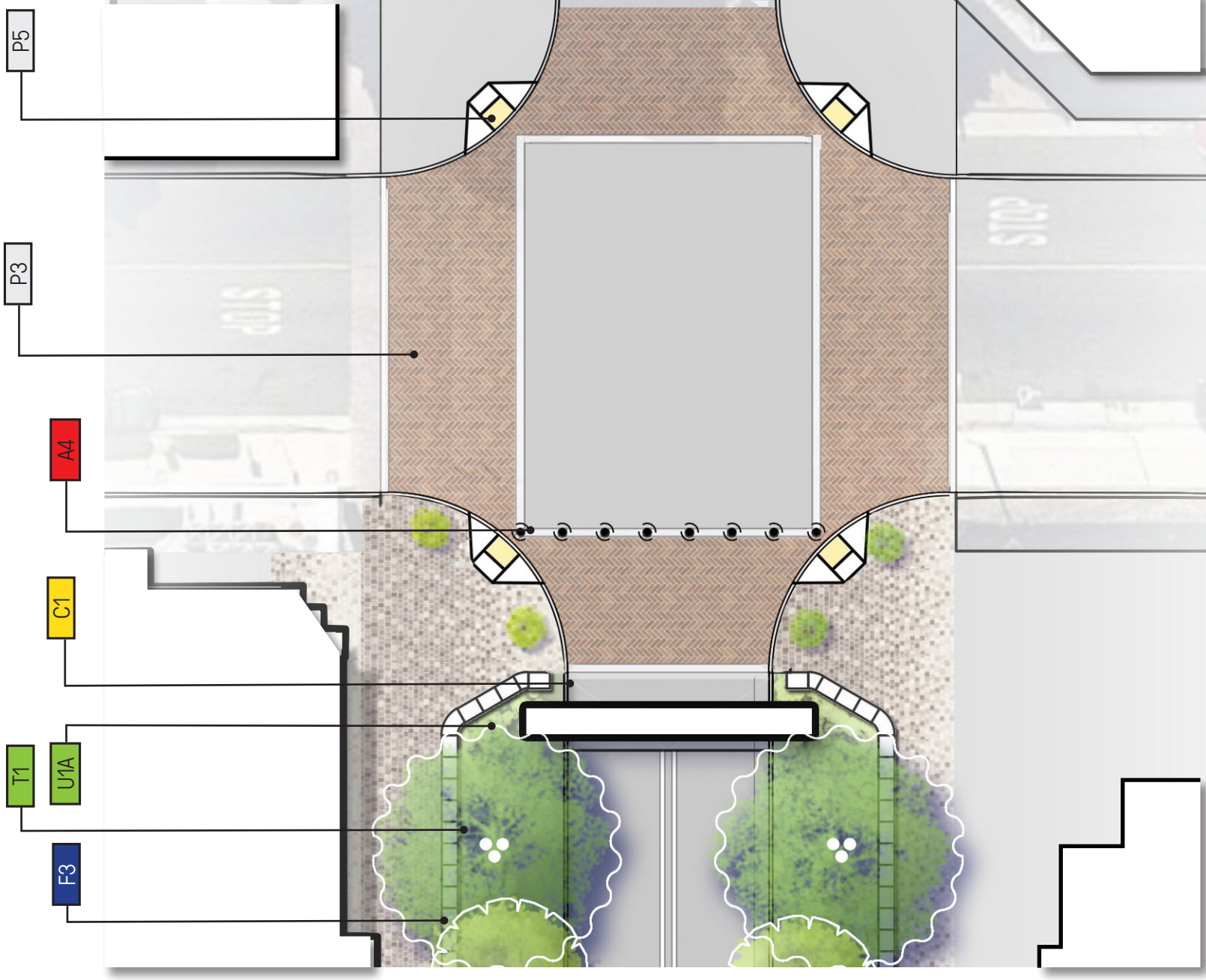


## INTERSECTION TYPE A2 STANDARDS



### KEY DESIGN CONCEPTS

Intersection Type A2 occurs at the perimeters of the Greenleaf Promenade, at Wardman Street and Hadley Street. At these locations, vehicular concrete unit pavers match intersection type A1, but curb ramps are provided. Retractable bollards occur at one side of the intersection, allowing for temporary closure of the Promenade blocks.



DESIGN PALETTE	
ITEM	
P3	Paver
P5	Truncated Domes
C1	New Curb
T1	Canopy Tree
U1A	Greenleaf Promenade Planting
F3	Specialized Seating
A4	Retractable Bollards

## KEY NODES

### MID-BLOCK CROSSINGS

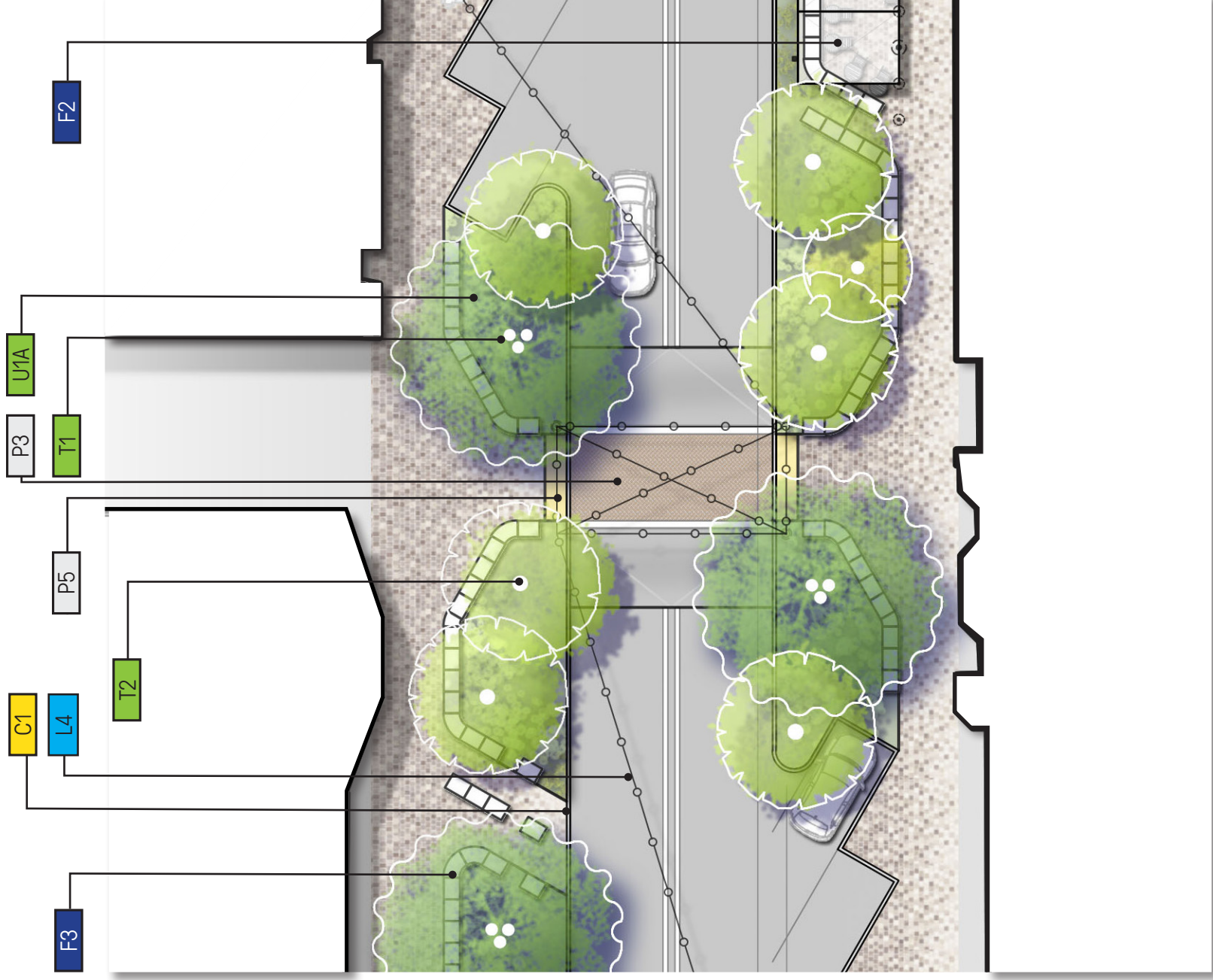


## MID-BLOCK STANDARDS



### KEY DESIGN CONCEPTS

Mid-block crossings occur at each block of the Greenleaf Promenade, two to the north of Philadelphia and one to the south. Mid-block crossings improve pedestrian circulation, and aid in providing access to parking lots or structures located to the rear of the street. A raised speed table design help slow traffic, enhancing pedestrian safety. Concrete unit pavers provide a decorative paving treatment, and overhead lighting is encouraged to enhance ambiance and aid in wayfinding.



DESIGN PALETTE	
ITEM	
P3	Paver
P5	Truncated Domes
C1	New Curb
F2	Group Seating
F3	Specialized Seating
T1	Canopy Tree
T2	Accent Tree
U1A	Greenleaf Promenade Planting
L4	Festoon Lights



## KEY NODES

### GATEWAYS

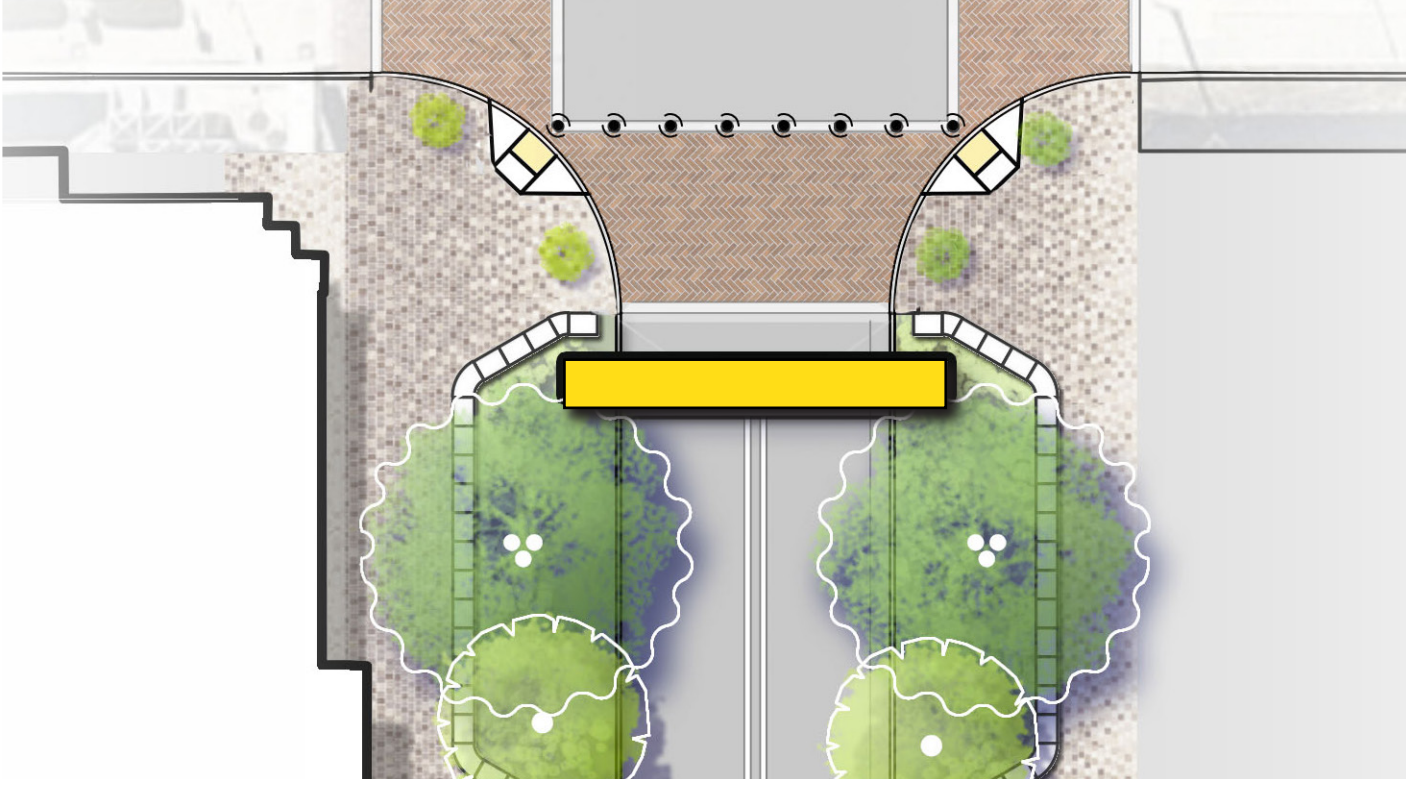
## GATEWAY STANDARDS

### KEY DESIGN CONCEPTS

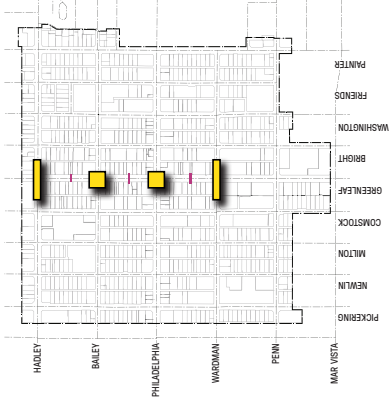
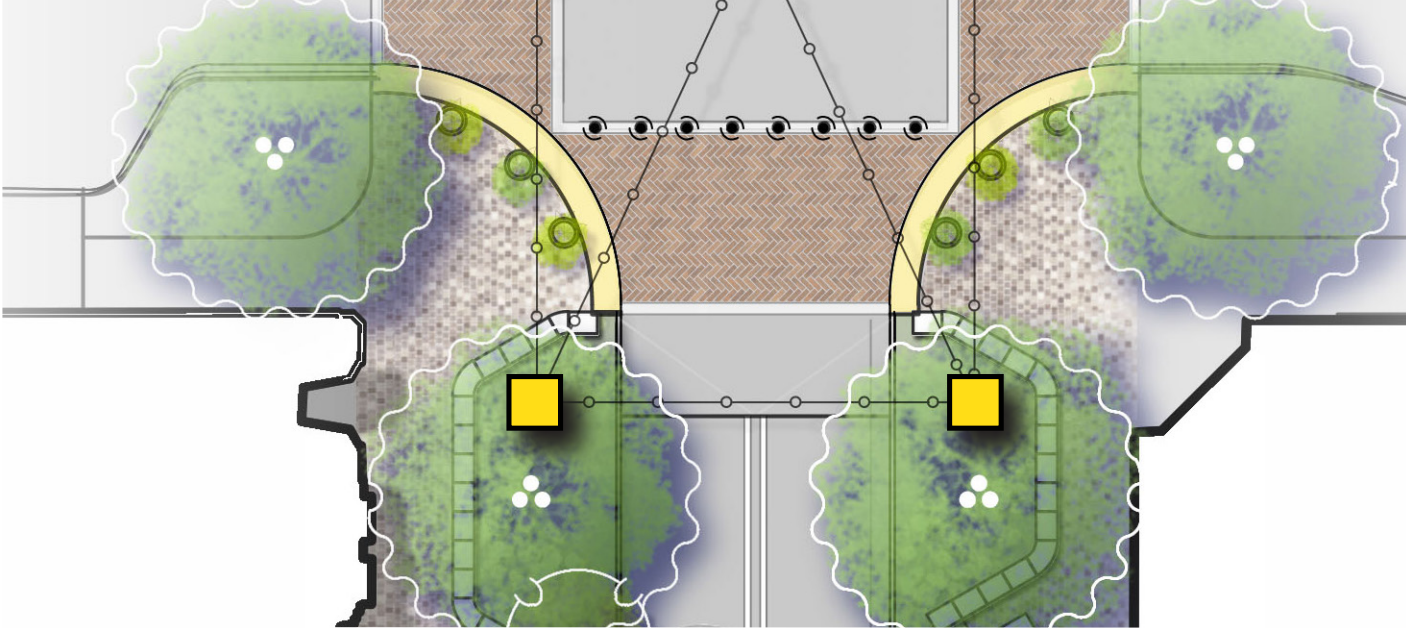
Gateway intersections are key locations highlighting entryways into Uptown Whittier, with emphasis on the enhanced blocks of the Greenleaf Promenade. These intersections shall be enhanced with a coordinated program of components including at least three of the following:

- Pedestrian lighting or other specialty lighting.
- Columns/pylons, gateway sign or other urban design structures.
- Signal or light pole treatments.
- Special paving or intersection treatment.

### PRIMARY - Over the Road Gateway



### SECONDARY - Pylon Monuments



## STREET TREES STANDARDS

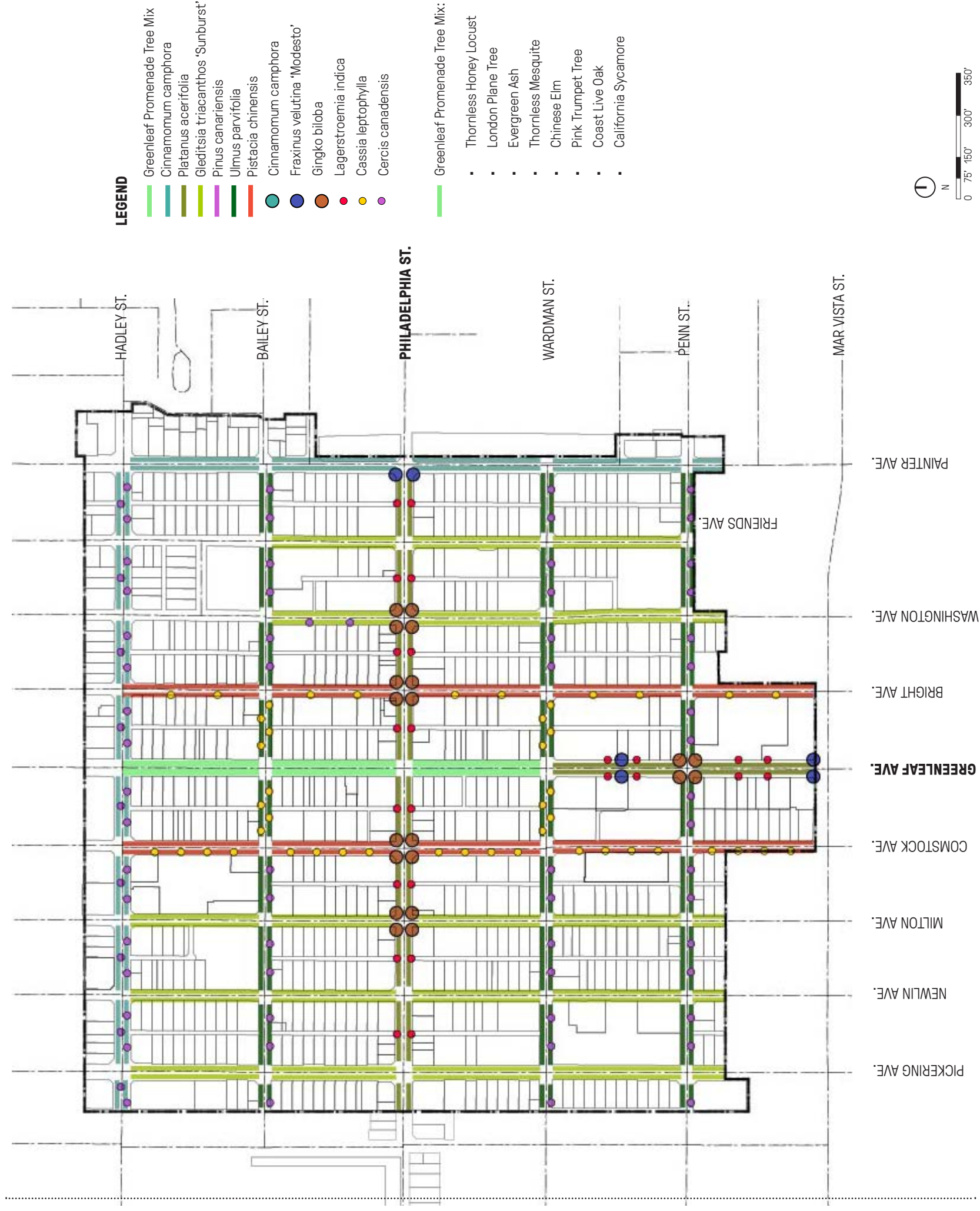
As street trees are some of the most functional and iconic elements in the streetscape, careful selection is important in creating a successful urban forest. Species selection criteria for Uptown Whittier include:

- Species adapted to the Uptown Whittier micro-climate and soil conditions
- Trees that thrive receiving the natural regional precipitation and require minimal supplemental irrigation
- Species that have proven long-term durability in the region
- Species that are tolerant of rough urban conditions and are adaptable to adjacencies to development
- Although not required, trees that provide habitat opportunities for birds and other small wildlife are encouraged

A collection of street trees has been identified for their character and potential to thrive in Uptown Whittier. These trees have been divided into two categories; Canopy trees that define the overall character of a street and Accent trees that are located to highlight specific parts of a street such as intersections, paseos or mid-block crossings.

The collection of canopy trees have been chosen based on the Uptown Whittier Specific Plan and discussions with the city.

Street tree designations are meant to provide guidance as new trees are planted or aging trees are replaced. Healthy, mature trees that do not pose a safety or maintenance risk should remain in place. The Ficus Trees have been deemed a safety and maintenance risk and should be replaced per the Uptown Whittier Specific Plan.



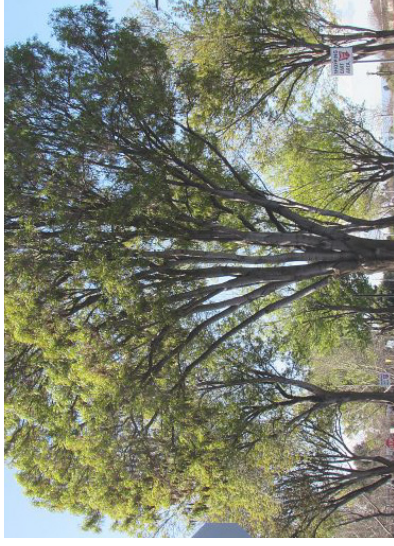


# STREET TREES

## CANOPY

T1

STREET CANOPY TREE



### EVERGREEN ASH | *FRAXINUS UDEHEI*

TYPE: *Canopy*  
MATURE SIZE: 35-40' H / 25-30' W  
WATER USE: *Medium*

The Evergreen Ash is a tall, upright tree, that over time becomes a breathtaking specimen tree for large scale streetscapes. The tree is widely used in North America as a reliable and resilient street tree.



### CALIFORNIA SYCAMORE | *PLATANUS RACEMOSA*

TYPE: *Canopy*  
MATURE SIZE: 40-100' H / 20-50' W  
WATER USE: *Medium*

Native and prominent in the Southern California landscape, the California Sycamore provides great shade coverage, with a showy and textured, milky-colored trunk. It is a deciduous tree, allowing more light onto the street in the darker winter months. The species is fast growing, helping to quickly establish canopy coverage in new planting areas.



### COAST LIVE OAK | *QUERCUS AGRIFOLIA*

TYPE: *Canopy*  
MATURE SIZE: 25-80' H / 15-35' W  
WATER USE: *Very Low*

Coast Live Oak is a California native tree with a characteristic dark green broad canopy. It is a tough and drought tolerant species, which also supports a variety of wildlife.



### THORNLESS MESQUITE | *PROSPIS X 'PHOENIX'*

TYPE: *Canopy*  
MATURE SIZE: 30-40' H x 25-40' W  
WATER USE: *Low*

The thornless mesquite is a drought tolerant shade tree with an open and airy crown. The light shade from the canopy filters heat and glare, while providing a unique and elegant textured leaf.



## UNDERSTORY PLANTING STANDARDS

Understory planting enhance the identity of a street network and provide opportunities for uniquely characterizing different areas within Uptown Whittier. The following palette represents an array of locally-adapted species both native to the area and suitable to Mediterranean climates, noted for their interesting form, flower, foliage, and urban resilience. General requirements for understory planting species are as follows:

- Compatibility with site soils
- Durability in urban settings
- Low water usage
- Compatibility with corresponding street trees
- Low maintenance
- Serving the street service needs (such as bio-filtration)
- Seasonal interest
- Ecological benefits

These general guidelines shall apply to future species selections. However, the plant palettes highlighted in this document express a design intention, and selection of the plants is to be determined within the design of each block.



# UNDERSTORY PLANTING

## GREENLEAF PROMENADE PALETTE

U1A

GREENLEAF PROMENADE PLANTING

The Greenleaf Promenade Planting provides a diverse palette of vibrant texture and color, providing visual interest and identity while requiring little irrigation to thrive.

### SHRUBS | GROUNDCOVERS



FOXTAIL AGAVE  
AGAVE ATTENUATA



RAY OF LIGHT AGAVE  
AGAVE 'RAY OF LIGHT'



MOONGLOW ALOE  
ALOE 'MOONGLOW'



PROSTRATE COYOTE BUSH  
BACCHARIS X 'STARTN'



LITTLE OLLIE DWARF OLIVE  
OLEA EUROPEA 'LITTLE OLLIE'



DWARF BOTTLEBRUSH  
CALLISTEMON 'LITTLE JOHN'



CANDELABRA TREE  
EUPHORBIA INGENS



UPRIGHT MYRTLE SPURGE  
EUPHORBIA RIGIDA



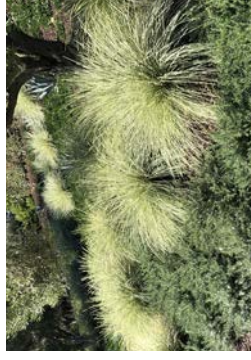
SNAPDRAGON  
GALVEZIA SPECIOSA



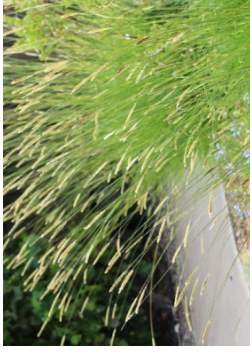
LANTANA  
LANTANA SSP.



DWARF MAT RUSH  
LOMANDRA I. 'LIME TURF'



VARIEGATE DWARF MAT RUSH  
LOMANDRA I. 'PLATINUM BEAUTY'



SLENDERVELDT GRASS  
PENNISETUM SPATHIOLATUM



COFFEE BERRY  
RHAMNUS CALIFORNICA



SAGE  
SALVIA SSP.

## SITE FURNISHING STANDARDS

### OVERVIEW

Site furnishings within Uptown Whittier primarily include various types of seating as well as bus stops, bike parking and waste receptacles. Seating on streets provides a place for people to stop and rest, have a conversation, or eat a meal. Seats—benches, chairs and other objects that provide a surface for sitting—are important because they make streets more humane: inviting, comfortable, and attractive.

The Uptown Whittier approach to seating includes several types to be incorporated into the design of streets. These include a standard bench throughout Uptown Whittier in addition to special seating types for the different levels of streetscape improvements (Type I, II and III, as well as custom elements for the Greenleaf Promenade). Each type is specially suited to its situation and supports the unique identity of the surrounding neighborhood. Residential streets do not have a seating standard.

Together these seating types, along with bus stops, bike parking and waste receptacles, provide a basic level of service for encouraging robust pedestrian use of the Uptown Whittier streetscapes.

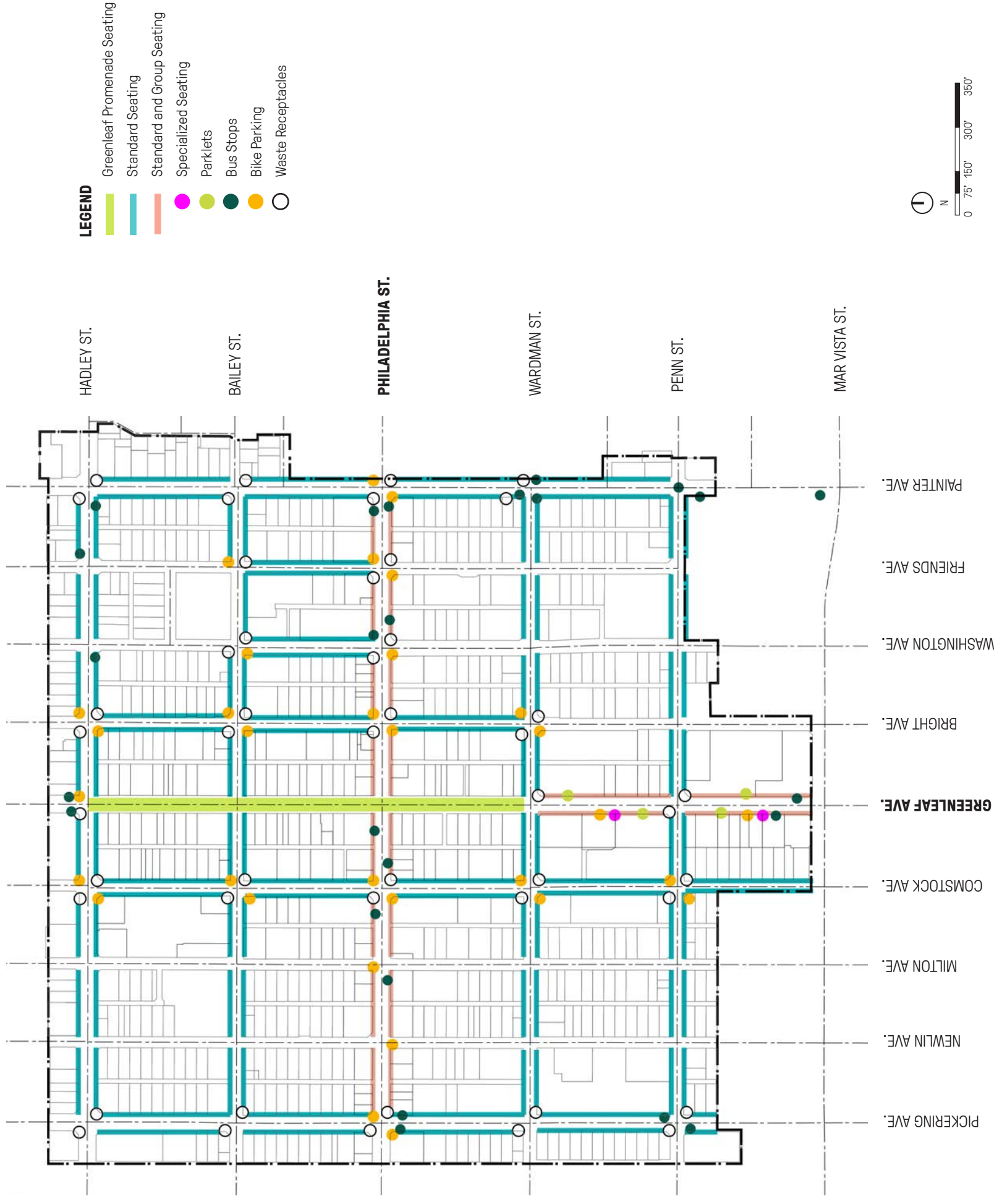
### DESIGN GUIDELINES + CONSIDERATIONS

Furnishings should be selected or designed to be:

- Inviting, comfortable, and accessible to all people.
- Family-friendly.
- Attractive, and support the value of high quality in the public realm.
- Durable and resilient, suitable for high-use in an urban environment.

Furnishings should be located where:

- They are most likely to be used: where they are visible, convenient, and comfortable, or where they provide an appealing view to users.
- They are part of an inviting arrangement of streetscape features such as planting areas trees, or other seats.
- They are outside the sidewalk's path of travel, there is sufficient space for comfortable sitting (i.e. leg room), and the functions of the sidewalk are not compromised by the furnishing.
- Furnishings shall provide deterrent hardware to prevent skateboarding.



# SITE FURNISHING

## SPECIALIZED SEATING

F3

SPECIALIZED SEATING

GREENLEAF PROMENADE CUSTOM SEATING

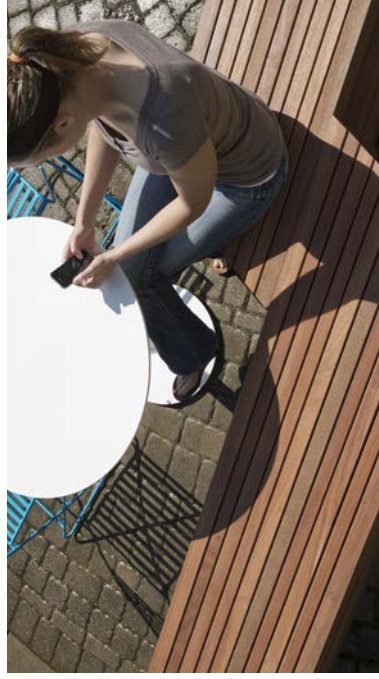
The Uptown Whittier seating program is enhanced by additional seating elements that are designed specifically for Type I Streets, to support a distinct image and character that enriches the very center of Uptown and set it apart from other streets. This supplemental seating is integrated into the design of the street. Along the Greenleaf Promenade, a series of custom modular seatwalls provide functional and iconic seating elements that also provide separation and protection between the vehicular street and the pedestrian realm.

### TYPE I STREETS CRITERIA

- Consistent through the length of the street.
- Rare quality and clear design intention for comfort, use, and unique identity.
- Comfortable for leisurely and social use.
- Furnishings shall provide deterrent hardware to prevent skateboarding.
- Positioned in sunny, social locations.
- Located with emphasis on midblock crossings, paseos and neighborhood parks.

### GREENLEAF PROMENADE CRITERIA

- Custom precast concrete seat wall to provide protection from vehicles and comfortable seating.
- Modular system to provide flexibility.
- Located on Greenleaf Avenue between Wardman Street and Hadley Street.



## SITE FURNISHING

### PARKLETS

F4

PARKLETS

Parklets are special, comfortable outdoor “rooms” for shoppers and other visitors to spend time: pleasant places to be on the street - to watch people or meet friends.

Parklets are clearly defined spaces, located outside the flow of pedestrian traffic. They provide a comfortable barrier from passing cars and integrated seating, but are also open and flexible, to invite use and adoption by adjacent businesses and vendors.

#### **TYPE I STREETS CRITERIA**

- Inviting for different types of use, including long stays.
- Spacious and flexible for varied uses: fixed elements with options for movable ones.
- Provides a comfortable feeling of separation from passing cars.
- Visually open but well defined and distinct from the rest of the sidewalk.
- Rare quality and clear design intention for comfort, use, and unique identity.
- Each parklet may be designed to have its own special use and character.
- Each parklet shall provide an appropriate perimeter fence or barrier that is fitting to the design aesthetic of the parklet and are intended to provide security from neighboring vehicular paths of travel.
- Located on Type I street with a maximum of (2) locations per side of any block, and (4) locations along any given block.
- Corresponding to adjacent storefronts or active building entrances.

#### **GREENLEAF PROMENADE CRITERIA**

Along the Greenleaf Promenade, Program Zones take the place of parklets, with street parking reduced in favor permanently expanded public realm. The program zones can be furnished for public use, or leased by the City to adjacent tenants for outdoor dining. A system of modular precast seatwalls define the edges of the zones, protecting from vehicular traffic and doubling as seating devices. Refer to design plans for locations.



## LIGHTING STANDARDS

### OVERVIEW

The primary goal of most exterior lighting systems is functional: to provide adequate light for safety and security. However, a comprehensive lighting design for Uptown Whittier must also establish a nighttime identity, provide visual information, facilitate vehicular and pedestrian wayfinding as well as simplify maintenance.

An important goal of the lighting system will be to provide consistency and unity throughout the site. The use of common effects, sources and equipment among separate areas will strengthen the visual identity Uptown Whittier. Establishing a hierarchy of light fixtures and lamp sources with an intentional approach to the color and quality of light is important to the cohesive nighttime identity of Uptown. The scale, form, overall style, proportion, color, source, and spacing of the proposed lighting fixtures should be compatible with the overall character of other site elements.

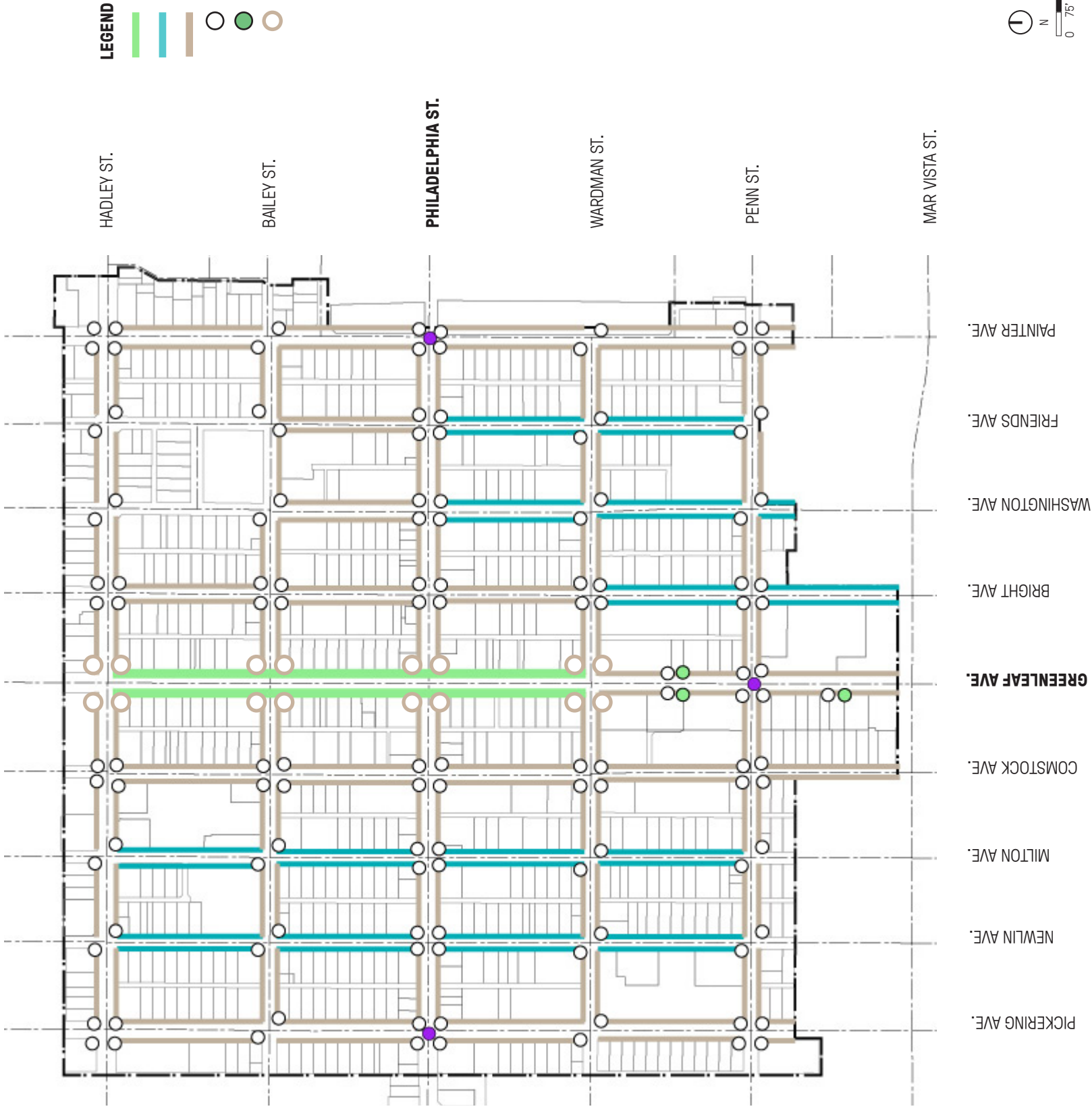
The lighting approach for Uptown Whittier consists of a hierarchy of three primary light types - a double decorative light, a single decorative light and a standard roadway light - and several specialized light types that may be used to augment these fixtures. Along the

Where possible, existing light fixtures may be kept in place or relocated.

### DESIGN GUIDELINES + CONSIDERATIONS

For safety and security, it is necessary to have a primary layer of the site lighting along the streetscape. This can be achieved by adequate horizontal luminance at the ground for navigation of roads and pathways, and adequate vertical luminance at surfaces such as buildings, people, and planting to provide visual context.

Light pollution reduction and dark sky measures are also an important design consideration. For example, the Backlight, Uplight, and Glare (BUG) ratings of exterior light fixtures shall meet the criteria established in the current California Green Building Code such as CALGreen. Exterior lighting controls which may include but is not limited to motion sensing and dimming capability shall also be considered to allow for energy savings as well as preservation of the night sky.



# LIGHTING

## FIXTURE TYPES

L1 - Double Decorative Light

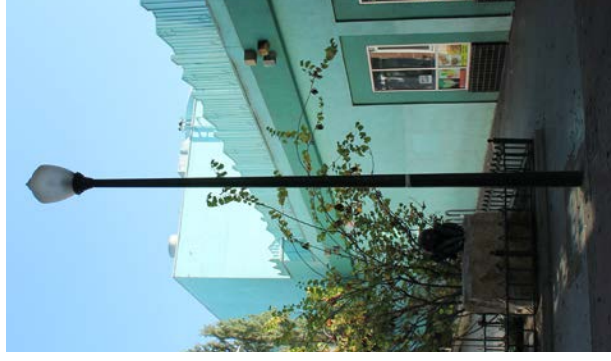


Double Decorative Lights provide lighting at intersections and mid-block crossings within the core area of Uptown Whittier. They are used to mark these key nodes and signal greater pedestrian interface with the roadway.

### GUIDELINES

- Located at intersections and mid-block crossings on Type I, II and III Streets, and the Greenleaf Promenade.
- Maximum spacing of 75', specific spacing to be determined by photometric study.
- Lights should be provided at bus stops and intersections of public streets and alleyways.

L2 - Single Decorative Light



Single Decorative Lights provide lighting along the length of blocks within the core area of Uptown Whittier. Alternatively, supplementary lighting (L6) may be used.

### GUIDELINES

- Located along Type I, II and III Streets.
- Maximum spacing of 75', specific spacing to be determined by photometric study.
- Lights should be provided at bus stops and intersections of public streets and alleyways.

L3 - Standard Roadway Light



Standard Roadway Lights are to be used within the residential areas of Uptown Whittier, using existing light fixtures in place and augmenting these where necessary.

### GUIDELINES

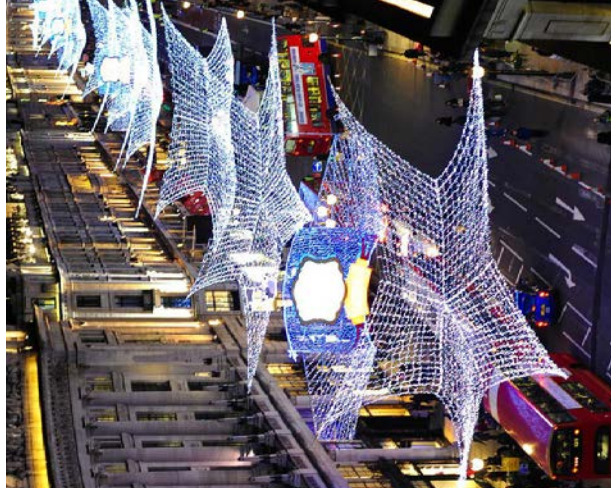
- Located on Residential Streets and alleyways.
- Maximum spacing of 75' on streets and 200' in alleyways, specific spacing to be determined by photometric study.
- Lights should be provided at bus stops and intersections of public streets and alleyways.

L4 - Festoon Lights



Festoon lighting may be used to mark heavily used pedestrian areas within the core area such as intersections, mid-block crossings, paseos, and the Greenleaf Promenade. Festoon lights augment other street lights and are not used as a primary source of illumination.

L5 - Other Specialized Lights



Other specialized lights may be incorporated into the streetscape to highlight key nodes, gateways or heavily used pedestrian areas. They should augment other street lights and should not be used as a primary source of illumination.

L6 - Greenleaf Supplementary Light



For the Greenleaf Promenade, a contrasting fixture may be used to supplement relocated Double Decorative Lights. The contrasting fixture should be located as necessary to provide sufficient light to meet photometric requirements.

### GUIDELINES

- Located along the blocks of the Greenleaf Promenade
- Spacing to be determined by photometric study.
- Poles may be structurally reinforced to hold up Festoon Lights.





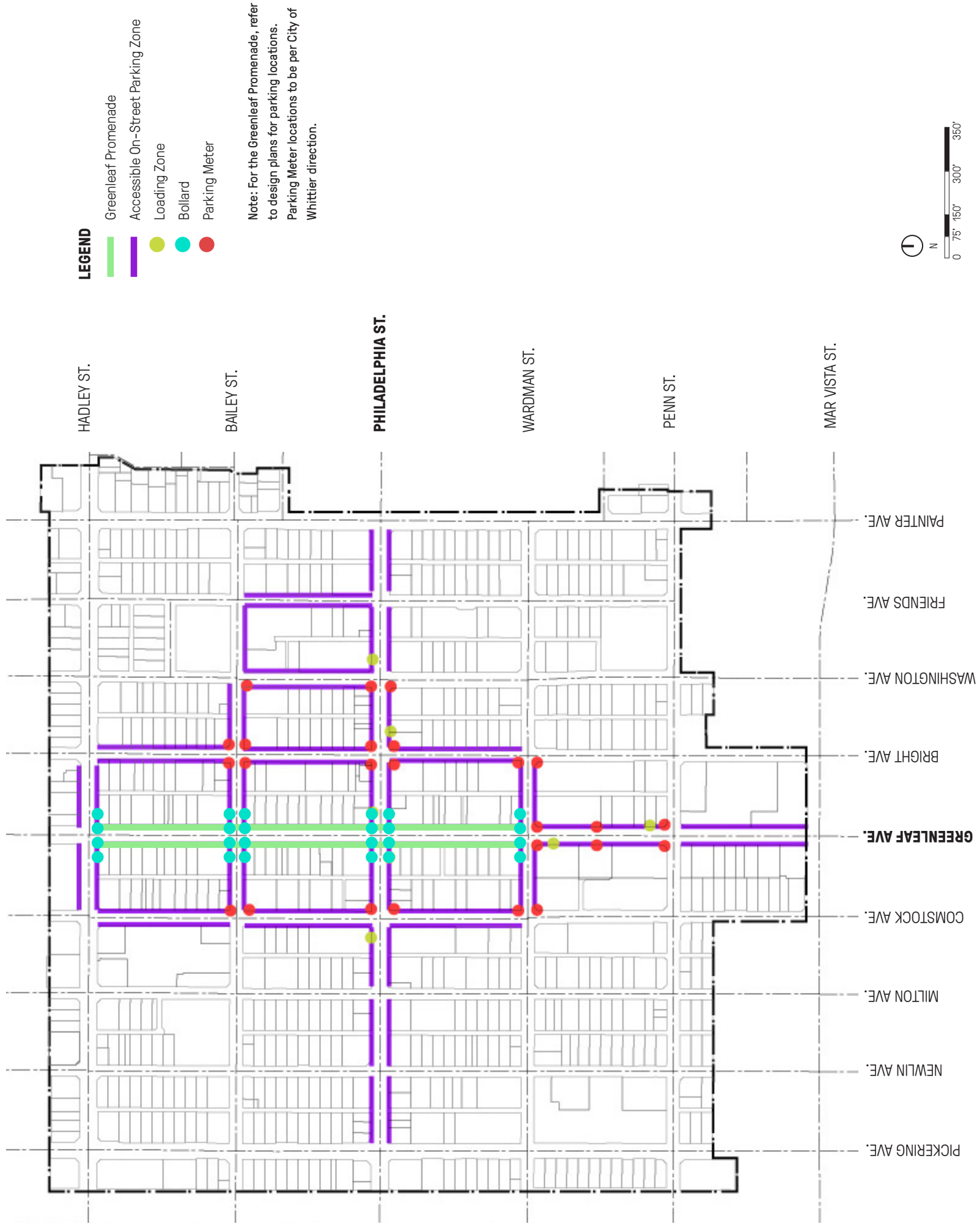
## ACCESSIBILITY + LOADING STANDARDS

### OVERVIEW

On-street parking and loading zones for passengers, valet, rideshare services and commercial deliveries shall be located throughout the core area of Uptown Whittier, providing convenient access to the Uptown's buildings and open spaces. On-street parking will be supported by multi-space meters within the core area.

This section provides an overview of Uptown's approach and standard design of accessible parking and loading zones. The exact location and detailed design of specific zones shall be determined on a block by block basis and in coordination with applicable codes.

Parking along the Greenleaf Promenade varies is concentration and location along the three blocks, as directed by the City. Retractable bollards are provided at the end of each Promenade block, to allow for temporary street closures.



END OF DOCUMENT

**ADDENDUM TO THE UPTOWN WHITTIER STREETScape  
BEAUTIFICATION PLAN NEGATIVE DECLARATION**

## **Greenleaf Promenade**



**Lead Agency:**

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Public Works Department  
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Email: [rflore@cityofwhittier.org](mailto:rflore@cityofwhittier.org)

December 2023

This document is designed for double-sided printing to conserve natural resources.

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## **1.0 INTRODUCTION**

As Lead Agency, the City of Whittier (City) prepared an Environmental Impact Report (EIR) for the *Uptown Whittier Specific Plan* (Specific Plan). The Whittier City Council certified the *Uptown Whittier Specific Plan Final Environmental Impact Report* (Specific Plan EIR) (State Clearinghouse No. 2006111085) and approved the Specific Plan on November 18, 2008.

In February 2016, the City initiated preparation of the *Uptown Whittier Streetscape Beautification Plan* (Streetscape Plan), which is an implementing action of the Specific Plan. The intent of the Streetscape Plan is to provide design solutions for enhancing streetscapes within Uptown Whittier in conjunction with a Community Benefit District, a proposed new parking structure, and other infrastructure improvements. The Streetscape Plan was evaluated in the *Initial Study and Notice of Intent to Adopt a Negative Declaration for the Uptown Whittier Specific Plan Streetscape Beautification Plan Project, Whittier, County of Los Angeles, California* (IS/ND) pursuant to the California Environmental Quality Act (CEQA). The Streetscape Plan and IS/ND were approved and adopted by the Whittier City Council on May 28, 2019. The Specific Plan EIR and IS/ND are described in more detail under Section 1.2, *Previous Environmental Documents*.

As part of the Streetscape Plan preparation, several design concepts were explored for an area along Greenleaf Avenue. During the COVID-19 public health crisis beginning in 2020, City Council authorized a temporary closure of Greenleaf Avenue, which generated new perspectives on the possible uses of space within the public right-of-way and the opportunities associated with reduction of vehicular access and expansion of the public realm. As a result, the proposed *Uptown Whittier Streetscape Beautification Plan – Greenleaf Promenade Amendment* (Streetscape Plan Amendment) was prepared to incorporate City Council-approved design of Greenleaf Avenue with an open promenade concept, permanently expanding the public realm and allowing the street to be intermittently closed to vehicular traffic.

The proposed Greenleaf Promenade (project) would improve Greenleaf Avenue with streetscape improvements consistent with the guiding principles and design guidelines of the proposed Streetscape Plan Amendment. Refer to Section 2.2, *Proposed Project Characteristics*, for a full description of the proposed project.

This Addendum to the adopted IS/ND has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) statutes (Public Resources Code 21000 et seq.); the CEQA Guidelines (14 California Code of Regulations, 15000 et seq.); and the rules, regulations, and procedures for implementing CEQA as adopted by the City of Whittier. The purpose of the Addendum is to determine whether the proposed project would result in new or substantially more severe significant environmental impacts compared to the impacts previously analyzed and disclosed in the adopted IS/ND. As described in greater detail below, the City finds that the previously adopted IS/ND remains relevant in light of the proposed changes.

### **1.1 PROJECT LOCATION**

The Specific Plan area is generally located in the western-central portion of the City, in eastern Los Angeles County, and encompasses approximately 185 acres in the City; refer to Exhibit 1, *Regional Vicinity*. The Specific Plan area is generally bound by Hadley Street to the north, Painter

Avenue to the east, Penn Street to the south, and Pickering Avenue to the west; refer to [Exhibit 2](#), [Site Vicinity](#). The Specific Plan area is currently developed with predominantly commercial uses and is designated and zoned Specific Plan (SP). The SP subzones include Uptown Center, Uptown Core, Uptown Edge, and Uptown General.

The Greenleaf Promenade project site is generally located within the central portion of the Uptown Whittier Specific Plan area. Specifically, the project site encompasses a segment of Greenleaf Avenue from Hadley Street on the north end to Wardman Street on the south end; refer to [Exhibit 2](#). The public right-of-way along Greenleaf Avenue (e.g., existing roadway, sidewalks, on-street parking, and adjacent open space areas) are included within the project site.

## **1.2 PREVIOUS ENVIRONMENTAL DOCUMENTS**

### **1.2.1 Uptown Whittier Specific Plan EIR**

On November 18, 2008, the Whittier City Council approved the *Uptown Whittier Specific Plan* and certified the *Uptown Whittier Specific Plan Final Environmental Impact Report* (Specific Plan EIR; State Clearinghouse No. 2006111085). The Specific Plan is intended to revitalize the 185-acre Uptown area through adoption of a form-based code. The goal of the Specific Plan is to implement the following eight principles for design and future development: 1) pedestrian orientation; 2) mix of land uses; 3) infill development; 4) interconnected street system; 5) quality of the public realm; 6) distinct character; 7) housing choice; and 8) smart transportation and parking. The Specific Plan introduced four new zones: Uptown Core, Uptown Center, Uptown General, and Uptown Edge. Specific form-based development standards are established for each zone.

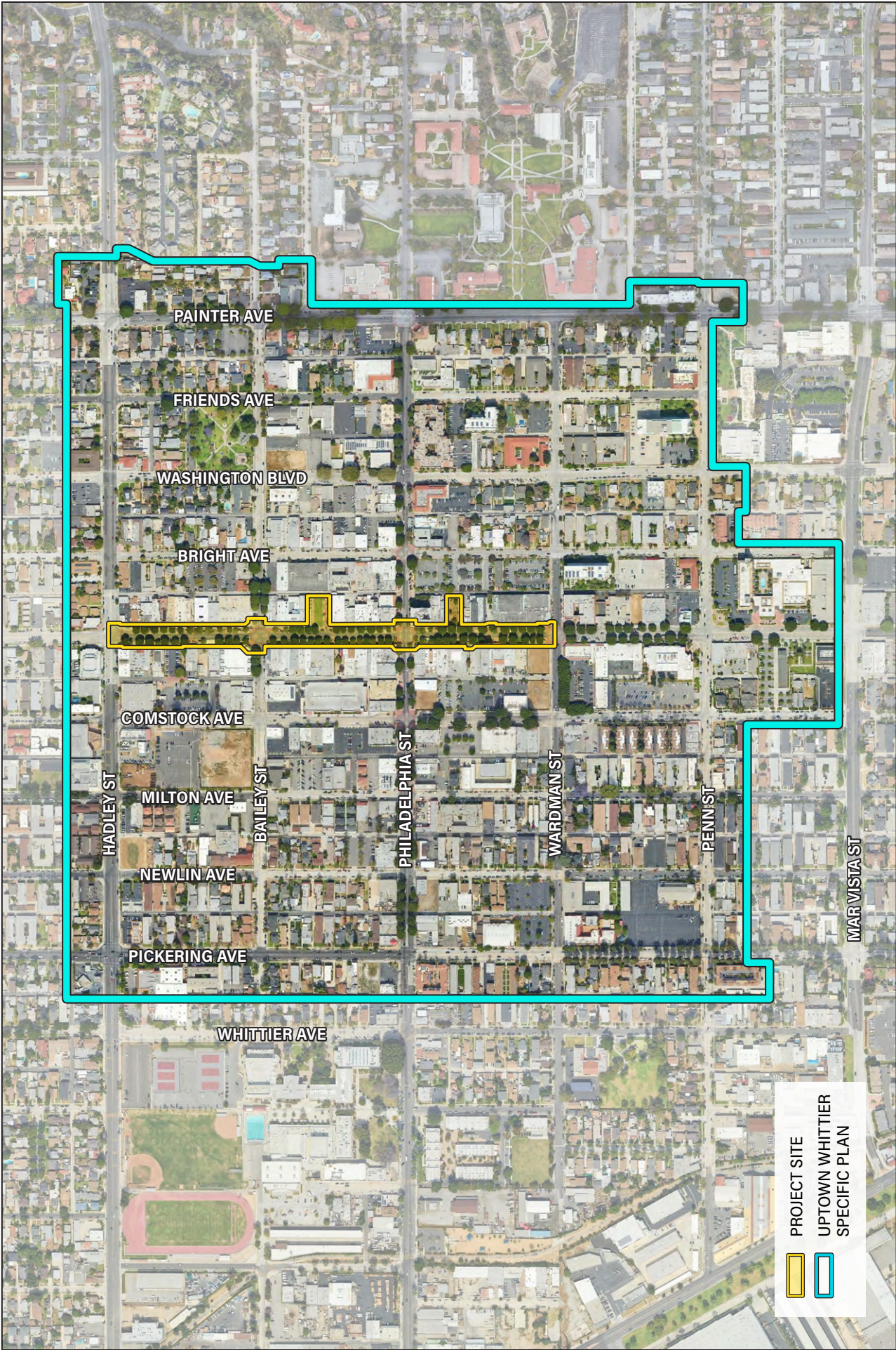
The Specific Plan EIR concluded that implementation of the Specific Plan would result in significant and unavoidable impacts with regards to the following:

- Historic resources (removal or alterations to historic resources in the Specific Plan area);
- Traffic and circulation (exceeding ICU thresholds at the following intersections Whittier Boulevard/Painter Avenue, Whittier Boulevard/Hadley Street, Whittier Boulevard/Norwalk Boulevard, Norwalk Boulevard/Beverly Boulevard, Pickering Avenue/Beverly Boulevard, Pickering Avenue/Hadley Street, Pointer Avenue/Mar Vista Street);
- Air Quality (operational and area source emissions); and
- Public Services (parks).

All remaining environmental impacts were determined to be less than significant upon compliance with existing regulations and/or implementation of mitigation measures.







PROJECT SITE  
 UPTOWN WHITTIER SPECIFIC PLAN

Source: Google Earth Pro, April 2023



NOT TO SCALE



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## 1.2.2 Uptown Whittier Streetscape Beautification Plan IS/ND

On May 28, 2019, the Whittier City Council adopted the *Initial Study and Notice of Intent to Adopt a Negative Declaration for the Uptown Whittier Specific Plan Streetscape Beautification Plan Project Whittier, County of Los Angeles, California* (IS/ND). The Streetscape Plan is an implementing action of the Specific Plan. The Streetscape Plan provides design solutions for enhancing the streetscapes of Uptown Whittier in conjunction with a Community Benefit District, a proposed new parking structure, and other infrastructure improvements. The Streetscape Plan provides guidelines on public realm programming, design strategies for landscape and hardscape improvements, design strategies for street furnishings and pedestrian safety, project cost estimation, and phasing of implementation. Street beautification concepts include tree succession, streets, curbs, gutters, sidewalks, surface parking, street intersections, mid-block crossings, parking planters, parklets, paving, street tree and understory planting palette, site furnishings, lighting, art installations, accessible parking, valet service, and parking meters. A development impact fee is also included as part of the Streetscape Plan and is required for any new development in the Specific Plan area.

The adopted IS/ND determined that a less than significant impact would occur regarding each environmental impact threshold included in Appendix G of the CEQA Guidelines at the time of the approval of the Streetscape Plan. It should be noted that applicable mitigation measures from the Specific Plan EIR were also incorporated into the adopted IS/ND; refer to IS/ND Table 2.0-1, *Summary of Impacts and Mitigation*; however, no new mitigation measures were required. Therefore, the adopted IS/ND determined that no significant environmental impact would result from implementation of the Streetscape Plan.

## 1.2.3 Documents Incorporated By Reference

CEQA Guidelines Section 15150 permits and encourages environmental documents to incorporate by reference other documents that provide relevant data and analysis. The certified Specific Plan EIR and approved IS/ND referenced above are incorporated by reference herein, as well as those listed below. These documents are available for review upon request at the City of Whittier Community Development Department located at 13230 Penn Street, Whittier, California 90602.

- *Envision Whittier General Plan (adopted October 12, 2021)*. The *Envision Whittier General Plan* (General Plan) provides a general, comprehensive, and long-range guide for development of Whittier. The General Plan is organized into six elements: Land Use and Community Character; Mobility and Infrastructure; Housing; Historic Resources; Resource Management; and Public Safety, Noise, and Health. Each General Plan element presents an overview of its scope, summary of conditions and baseline issues, and goals and policies. Goals and policies of the General Plan are applicable to all lands within the City's jurisdiction.
- *City of Whittier General Plan Update and Housing Element Update Final Environmental Impact Report (State Clearinghouse No. 2021040762; dated September 29, 2021)*. The *City of Whittier General Plan Update and Housing Element Update Final Environmental Impact Report* (General Plan EIR) programmatically evaluated the environmental impacts associated with the General Plan Update and Housing Element Update. Based on the analysis, buildout of the General Plan was determined to result in significant and unavoidable impacts with regards to air quality (consistency with applicable air quality management plan, air emissions, and cumulative air emissions), greenhouse gas emissions, and transportation (vehicle miles traveled).

- Whittier Municipal Code (current through Ordinance No. 3144, passed January 24, 2023). The *Whittier Municipal Code* (Municipal Code) consists of regulatory, penal, and administrative ordinances of the City. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies. Municipal Code Title 18, *Zoning*, includes the City's zoning code and is intended to classify, designate, regulate and restrict the use of buildings, land, and structures, to permit the most compatible use of land within the City, consistent with the needs of residential, commercial, and industrial developments within Whittier, and the promotion of the public health, safety, welfare, and general prosperity of the City and its residents. The zoning code also establishes zones and regulations for the use of land and development for properties within Whittier.

## **2.0 DESCRIPTION OF PROPOSED PROJECT**

### **2.1 ADDENDUM'S PURPOSE AND NEED**

When an Environmental Document has been certified for a project, CEQA Guidelines Section 15162 mandates that no subsequent or supplemental environmental review documentation shall be required unless one or more of the following events occurs:

- 1) Substantial changes are proposed in the project, which will require major revisions of the previous Environmental Document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous Environmental Document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Environmental Document was certified as complete, shows any of the following:
  - A. The project will have one or more significant effects not discussed in the previous Environmental Document;
  - B. Significant effects previously examined will be substantially more severe than shown in the previous Environmental Document;
  - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous Environmental Document would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

When none of the above events has occurred, yet minor technical changes or additions to the previously adopted negative declaration are necessary, an Addendum may be prepared (CEQA Guidelines Section 15164[b]).

As discussed below, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of subsequent environmental review have occurred. This Addendum supports the conclusion that the proposed project would result in minor technical changes that do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, as discussed below, the proposed project would not result

in any new or substantially increased significant environmental impacts, no new mitigation measures, and no new alternatives that would substantially reduce significant impacts. As a result, an Addendum is an appropriate CEQA document for analysis and consideration of the proposed project.

Circulation of an Addendum for public review is not necessary (CEQA Guidelines Section 15164[c]); however, the Addendum must be considered in conjunction with the adopted Final Environmental Document by the decision-making body (CEQA Guidelines Section 15164[d]).

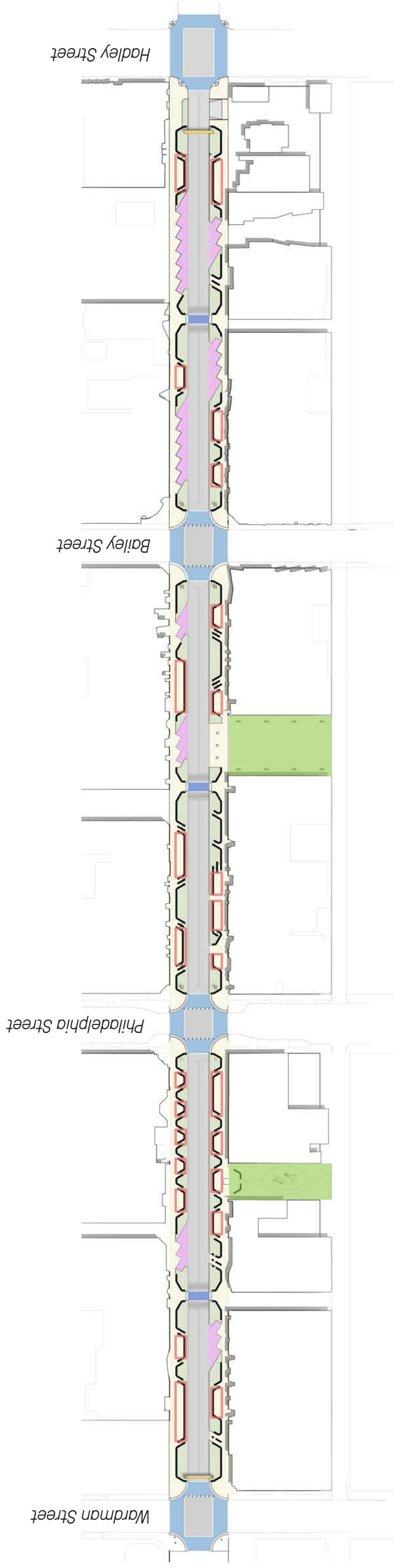
## **2.2 PROPOSED PROJECT CHARACTERISTICS**

In accordance with the proposed Streetscape Plan Amendment, the proposed project would implement several streetscape improvements along Greenleaf Avenue from Wardman Street to Hadley Street. Generally, the project removes a portion of the existing angled street parking to expand the public realm with a mix of flexible program zones and planting. Anticipated improvements include modular precast seat walls that define the edge of the pedestrian space (protecting from vehicular traffic and doubling as seating areas); retractable bollards at each block; paved pedestrian areas and intersections; ornamental light poles, lighting fixtures, and overhead decorative lights; and primary over-the-road gateway signage/monumentation and secondary pylon signage/monuments at major and secondary intersections along Greenleaf Avenue. In addition to the street improvements, two adjacent pocket parks are planned. While the specific design of these pocket parks is not governed by the existing Streetscape Plan and therefore not part of the proposed Streetscape Plan Amendment, they are consistent with the intentions of the Streetscape Plan in utilizing and enhancing street-adjacent parcels as paseos and park space. Refer to [Exhibit 3, \*Greenleaf Avenue Program Diagram - Overall\*](#), through [Exhibit 6, \*Greenleaf Avenue Program Diagram – Bailey Street to Hadley Street\*](#), for anticipated programming along Greenleaf Avenue. The proposed improvements are further illustrated in [Exhibit 7, \*Greenleaf Avenue Illustrative Plan - Overall\*](#), through [Exhibit 10, \*Greenleaf Avenue Illustrative Plan – Bailey Street to Hadley Street\*](#), and described in more detail below.

### **2.2.1 Proposed Streetscape Improvements from Wardman Street to Philadelphia Street**

The project proposes the following streetscape improvements from Wardman Street to Philadelphia Street; refer to [Exhibit 4](#) and [Exhibit 8](#):

- Decorative paving at the existing Wardman Street and Greenleaf Avenue crosswalk;
- Gateway signages/entry and secondary monuments running parallel to Wardman Street and Philadelphia Street, respectively;
- Retractable bollards at intersections to allow temporary street closure for special uses and events;
- Flexible program zones to be furnished for public use, or leased by the City to adjacent tenants for outdoor dining;
- Six total angled parking spaces;
- A future pocket park on the east side of Greenleaf Avenue with associated ornamental landscaping, seating, and pedestrian paving;
- Seat walls and associated landscape planting;
- Decorative paving at the existing mid-block crossing across Greenleaf Avenue to allow for convenient, safe pedestrian access between intersections;
- Decorative lighting poles, fixtures, and overhead festoon lighting throughout; and
- Pedestrian paving along the Greenleaf Avenue sidewalks.



**Legend**

- Proposed Parking
- Pedestrian Paving
- Asphalt Road
- Crosswalk
- Landscape Planting
- Seat Wall
- Gateway
- Mid-Block Crossing
- Program Zone
- Future Park

Source: SWA

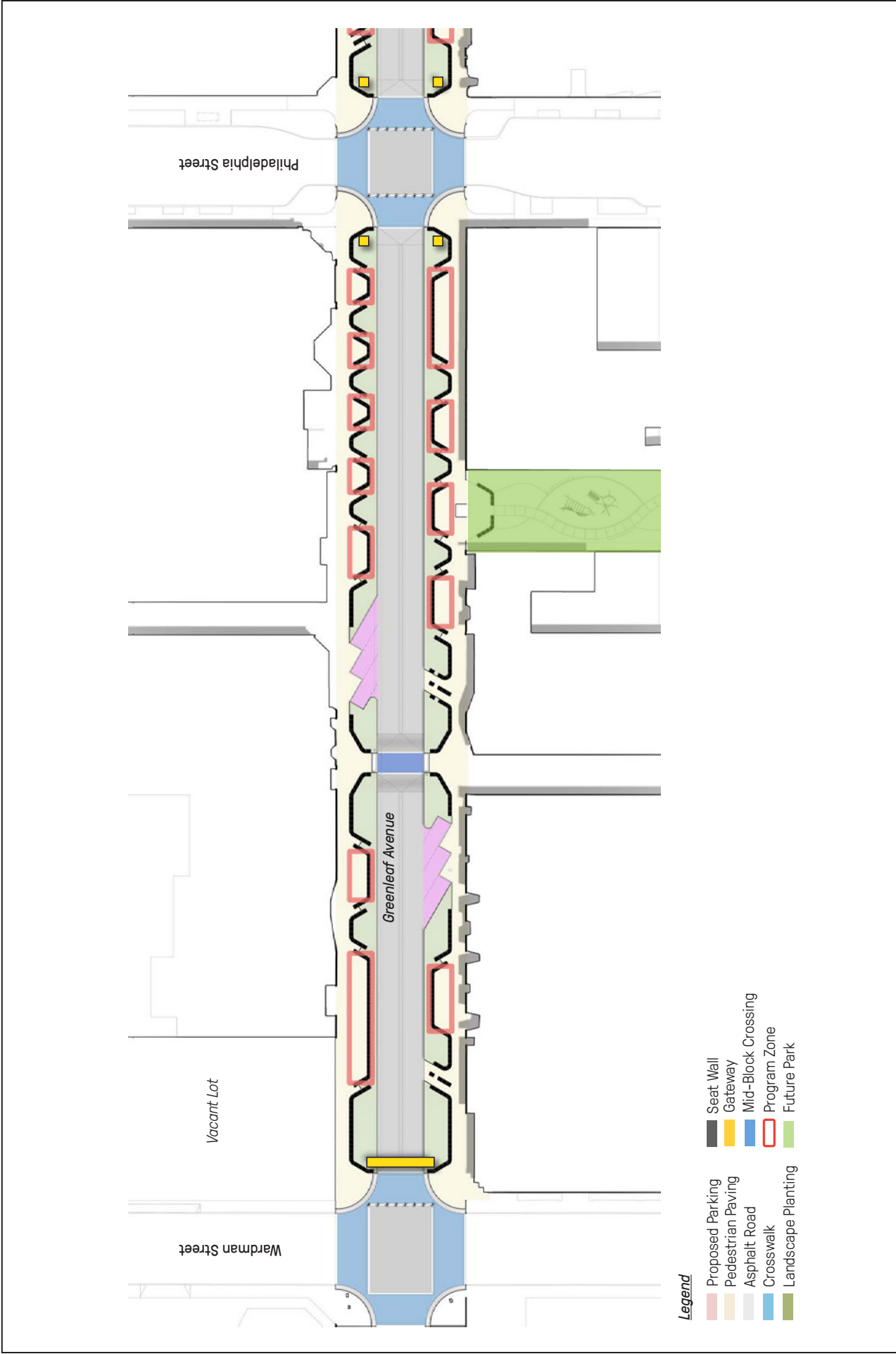


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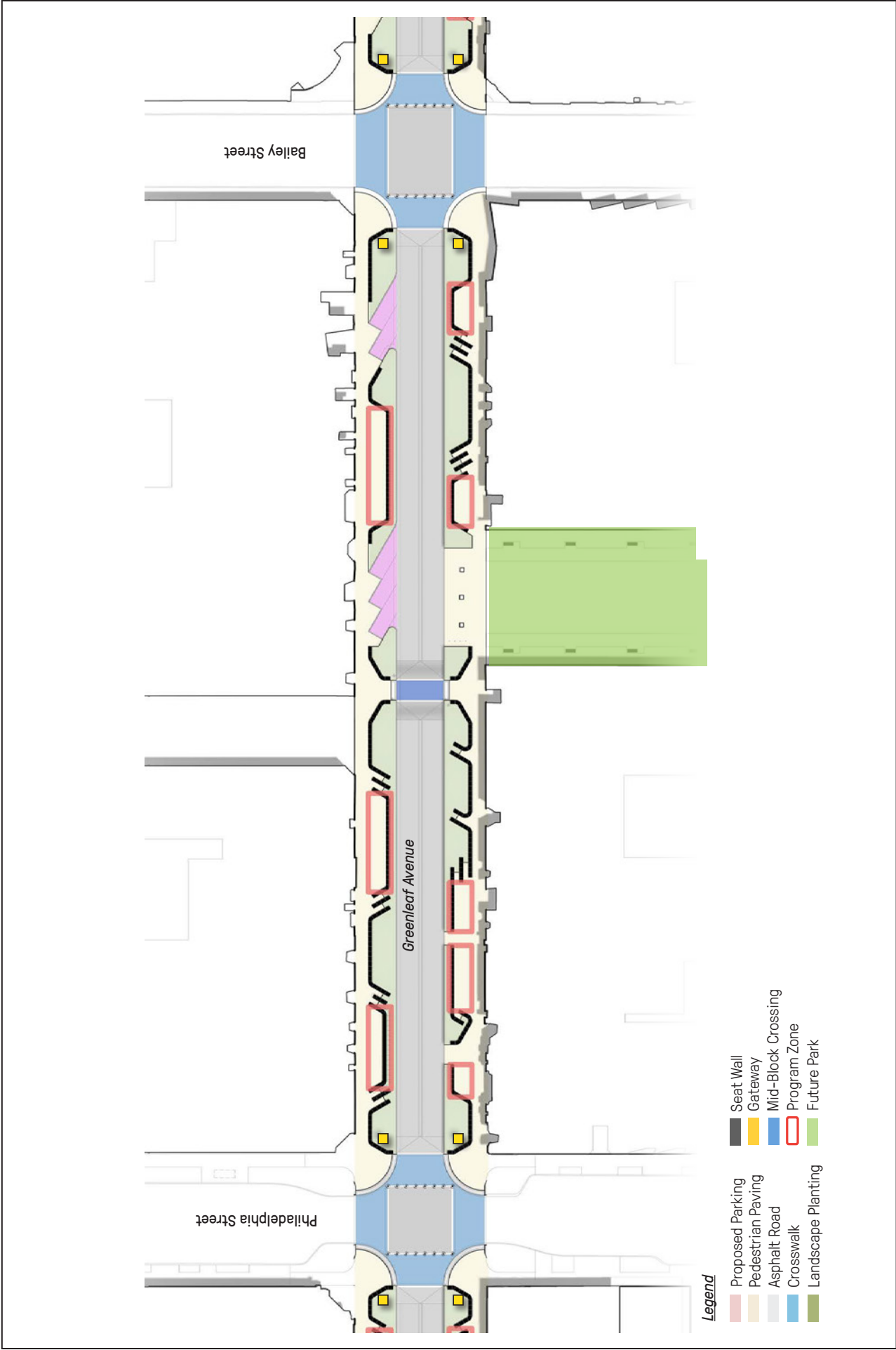




Source: SWA

**Greenleaf Avenue Program Diagram - Wardman Street to Philadelphia Street**





Source: SWA

GREENLEAF PROMENADE  
 ADDENDUM TO THE UPTOWN WHITTIER STREETScape BEAUTIFICATION PLAN IS/ND

# Greenleaf Avenue Program Diagram - Philadelphia Street to Bailey Street

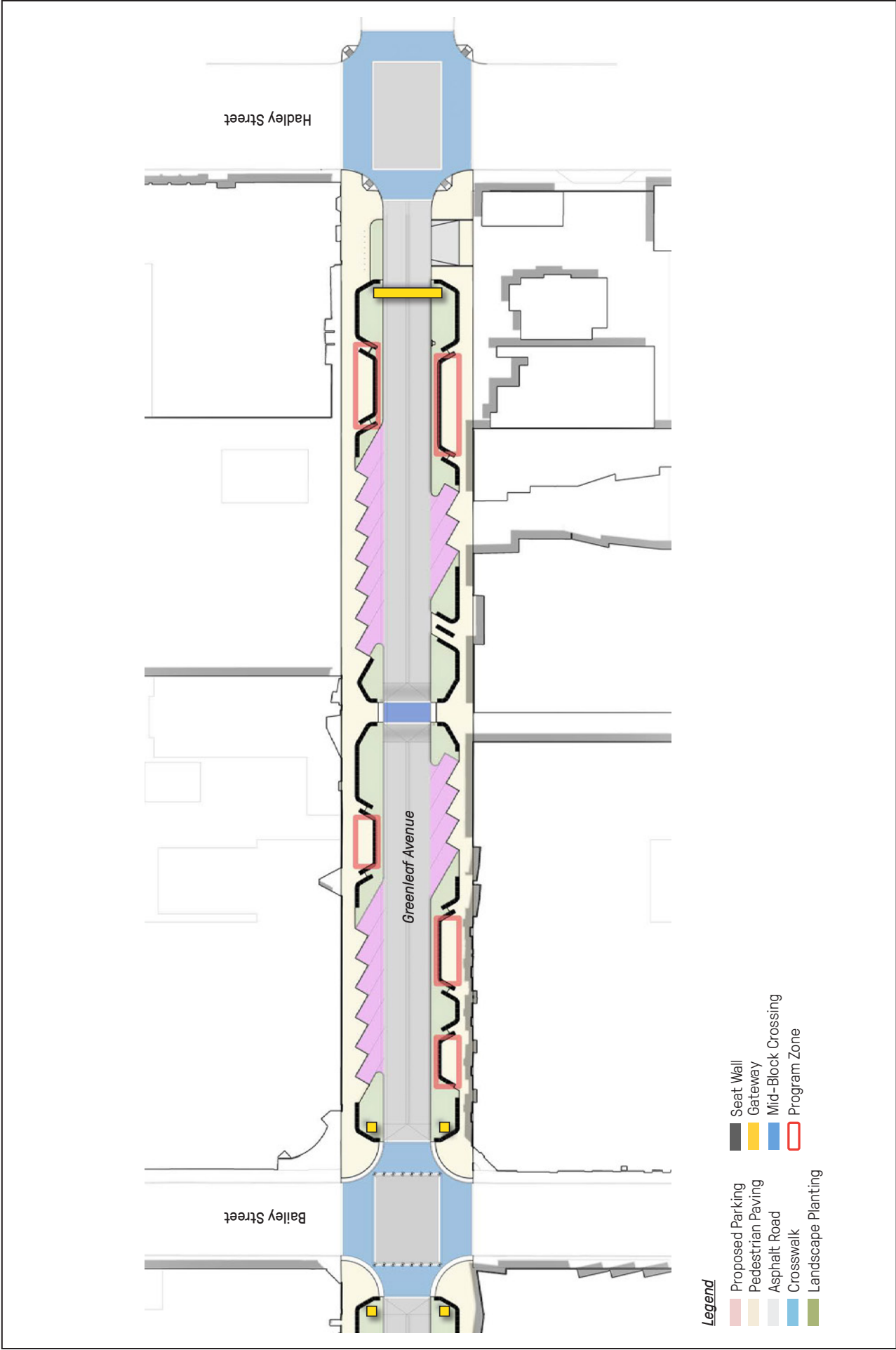
Exhibit 5



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**Michael Baker**  
 INTERNATIONAL



**Legend**

- Proposed Parking
- Pedestrian Paving
- Asphalt Road
- Crosswalk
- Landscape Planting
- Seat Wall
- Gateway
- Mid-Block Crossing
- Program Zone

Source: SWA

**Greenleaf Avenue Program Diagram - Bailey Street to Hadley Street**



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Source: SWA

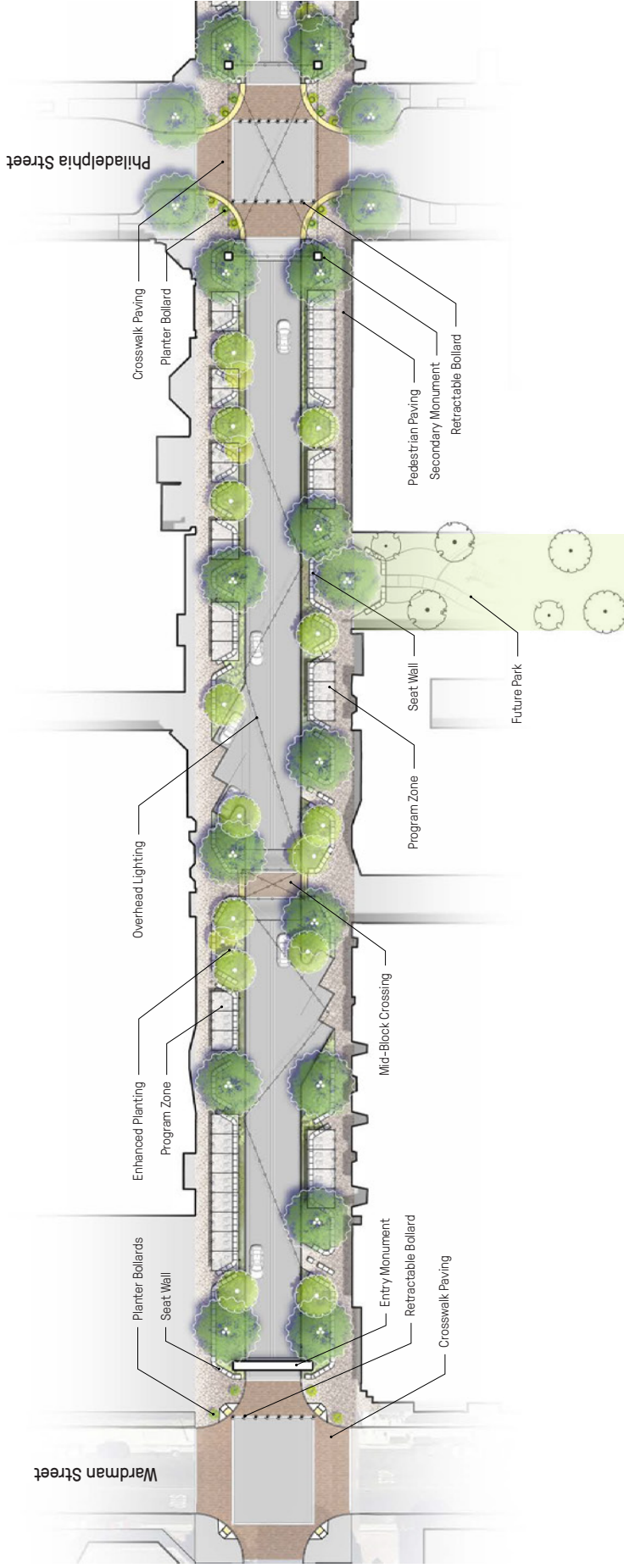


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Source: SWA

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 ADDENDUM TO THE UPTOWN WHITTIER STREETScape BEAUTIFICATION PLAN IS/ND

# Greenleaf Avenue Illustrative Plan - Wardman Street to Philadelphia Street

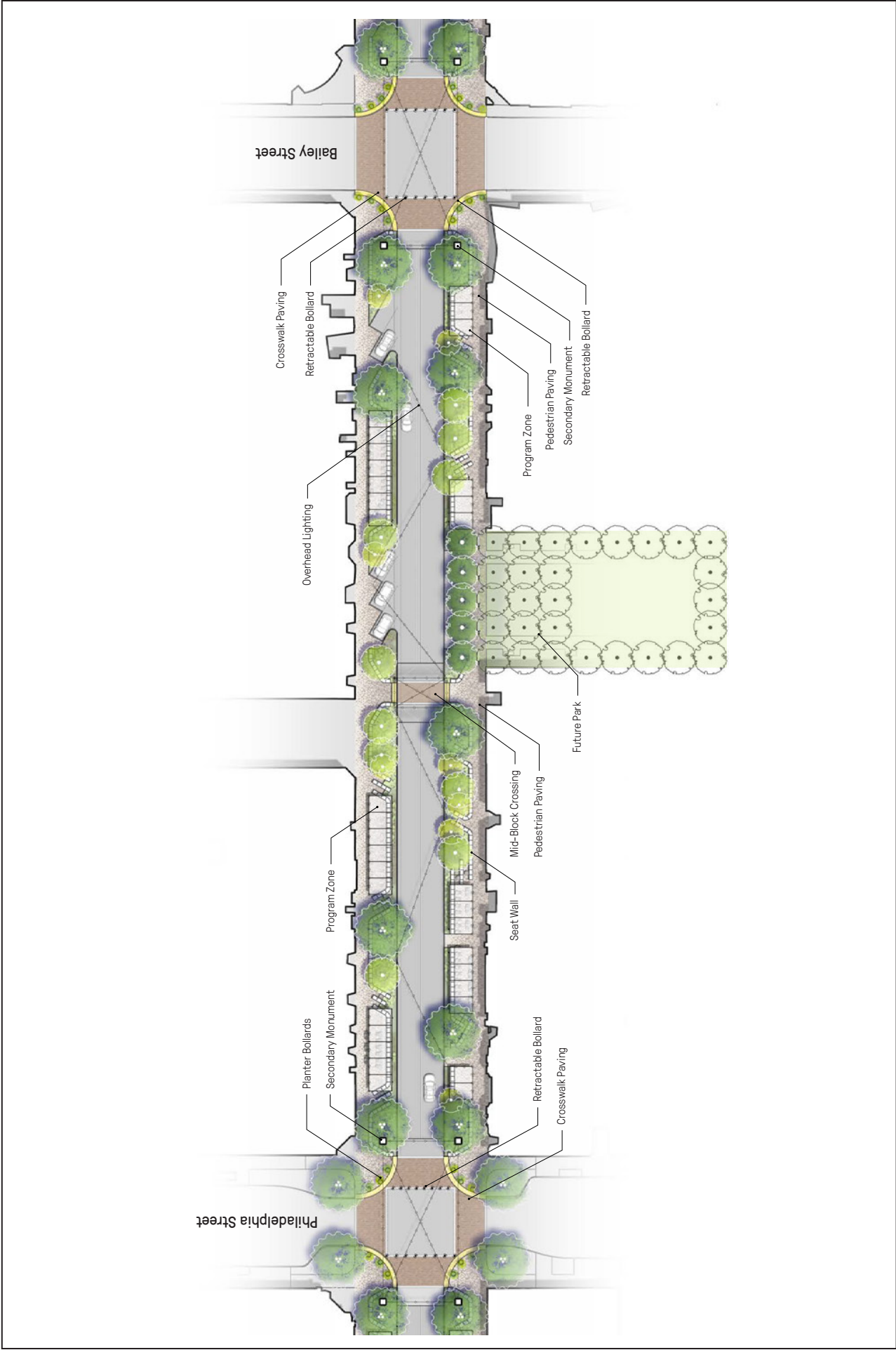
Exhibit 8



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11/2023 - IN195056

**Michael Baker**  
 INTERNATIONAL



Source: SWA

GREENLEAF PROMENADE  
 ADDENDUM TO THE UPTOWN WHITTIER STREETScape BEAUTIFICATION PLAN IS/ND

# Greenleaf Avenue Illustrative Plan - Philadelphia Street to Bailey Street

Exhibit 9

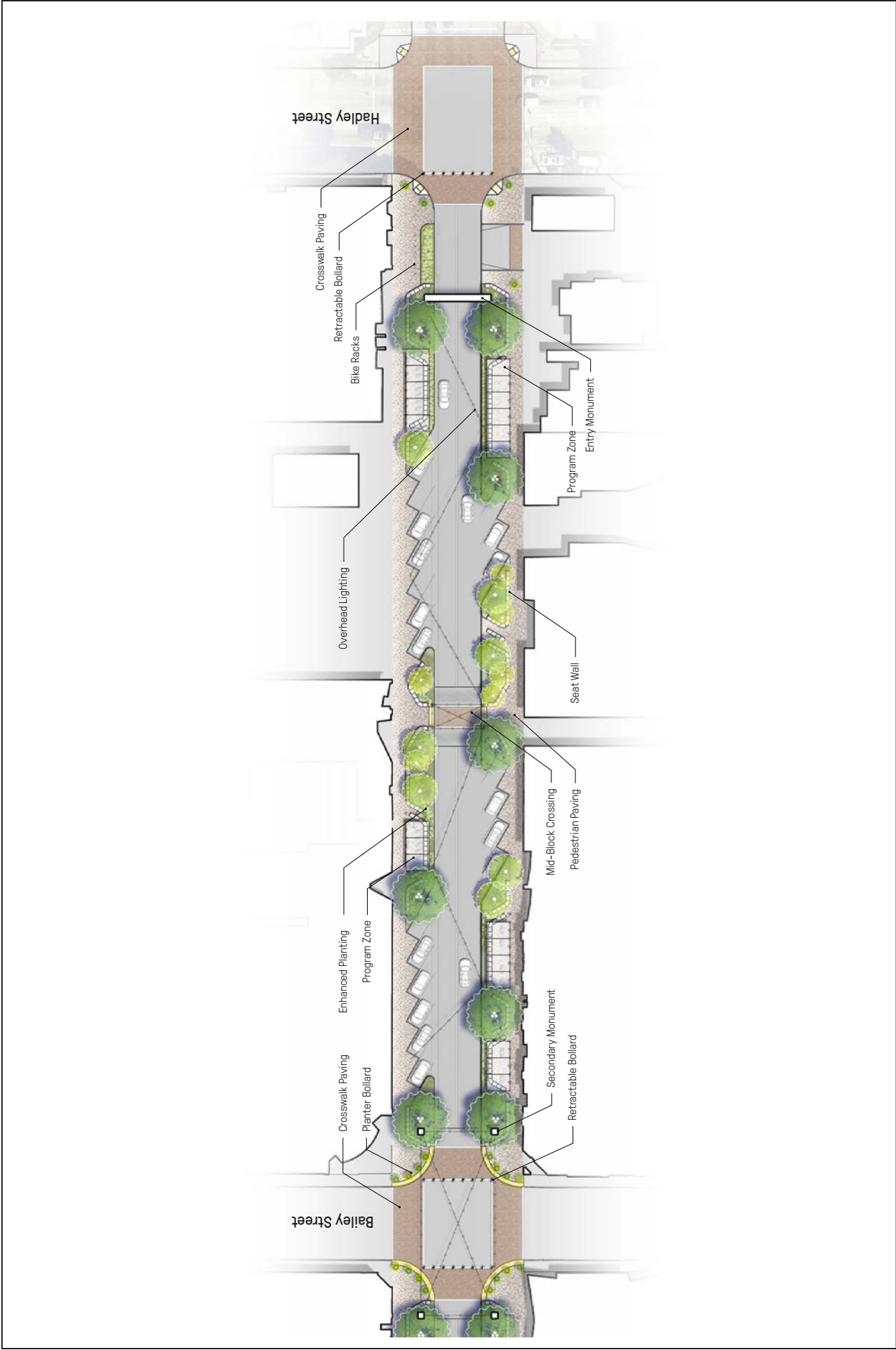


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**Michael Baker**  
 INTERNATIONAL





Source: SWA

GREENLEAF PROMENADE  
 ADDENDUM TO THE UPTOWN WHITTIER STREETScape BEAUTIFICATION PLAN IS/ND

# Greenleaf Avenue Illustrative Plan - Bailey Street to Hadley Street

Exhibit 10



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**Michael Baker**  
 INTERNATIONAL

## 2.2.2 Proposed Streetscape Improvements from Philadelphia Street to Bailey Street

The project proposes streetscape improvements from Philadelphia Street to Bailey Street, including the following:

- Decorative paving with zero-curb conditions at the existing Philadelphia Street and Greenleaf Avenue crosswalk;
- Gateway signages/secondary monuments running parallel to Philadelphia Street and Bailey Street;
- Retractable bollards at intersections to allow street closure for special uses and events;
- Flexible program zones to be furnished for public use, or leased by the City to adjacent tenants for outdoor dining;
- Five total angled parking spaces;
- A future pocket park on the east side of Greenleaf Avenue with associated ornamental landscaping, seating, and pedestrian paving;
- Seat walls and associated landscape planting;
- Decorative paving at the existing mid-block crossing across Greenleaf Avenue to allow for convenient, safe pedestrian access between intersections;
- Decorative lighting poles, fixtures, and overhead festoon lighting throughout; and
- Pedestrian paving along the Greenleaf Avenue sidewalks.

## 2.2.3 Proposed Streetscape Improvements from Bailey Street to Hadley Street

The project proposes streetscape improvements from Bailey Street to Hadley Street, including the following:

- Decorative paving at the existing Bailey Street and Hadley Street intersection crosswalks along Greenleaf Avenue;
- Gateway signage/entry and secondary monuments running parallel to Bailey Street and Hadley Street;
- Retractable bollards at intersections to allow street closure for special uses and events;
- Flexible program zones to be furnished for public use, or leased by the City to adjacent tenants for outdoor dining;
- 20 total angled parking spaces;
- Seat walls, bike racks, and associated landscape planting;
- Decorative paving at the existing mid-block crossing across Greenleaf Avenue to allow for convenient, safe pedestrian access between intersections;
- Decorative lighting fixtures, poles, and overhead festoon lighting throughout; and
- Pedestrian paving along the Greenleaf Avenue sidewalks.

## 2.2.4 Proposed Street Trees

Street trees are a prominent feature of Uptown Whittier, particularly along major roadways. Existing dominant species along Greenleaf Avenue include Indian Laurel Figs (*Ficus microcarpa*), sweetshade (*Hymenosporum flavum*), camphor (*Cinnamomum camphora*), and American sweetgum (*Liquidambar styraciflua*).

Indian Laurel Figs, or ficus trees, are the dominant tree species along Greenleaf Avenue. Due to safety and maintenance risks associated with ficus trees (e.g., medium/weak branch strength, sidewalk pavement damage from roots, messy fruit droppings, maintenance issues, lack of light

penetration, poor soil infiltration, and host to pests), these trees were identified for removal and replacement with more suitable tree species in the Specific Plan. As such, the Streetscape Plan Amendment design introduces new canopy trees and understory planting better suited for dense urban conditions. As illustrated on Exhibit 11, *Proposed Tree Removal*, the project proposes to remove a total of 108 trees within the project site, including 83 ficus trees, 2 sweetshade, 5 crape myrtle, 4 river she-oak, 8 camphor trees, 3 tipu trees, and 3 orchid trees. In their place, the project proposes to plant a total of 118 new trees (84 trees along Greenleaf Avenue and 34 trees in the two future pocket parks) and approximately 39,300 square feet of understory landscaping (26,300 square feet along Greenleaf Avenue and 13,000 square feet in the two future pocket parks); refer to Exhibit 12, *Proposed Tree Replacement*. Proposed tree and understory plant palettes were developed based on the Streetscape Plan Amendment and are shown on Exhibit 13, *Tree Plant Palette*, and Exhibit 14, *Understory Plant Palette*.

#### **2.2.4 Proposed Parking**

The project would remove 104 existing angled street parking spaces along Greenleaf Avenue with a total of 31 angled parking spaces remaining. Based on City staff observations, the existing parking demand in the project area will be adequately met with the proposed spaces, along with ample existing on-street parking outside of the project area, City-owned surface lots, and City-owned parking structures.

### **2.3 REQUESTED DISCRETIONARY ACTIONS**

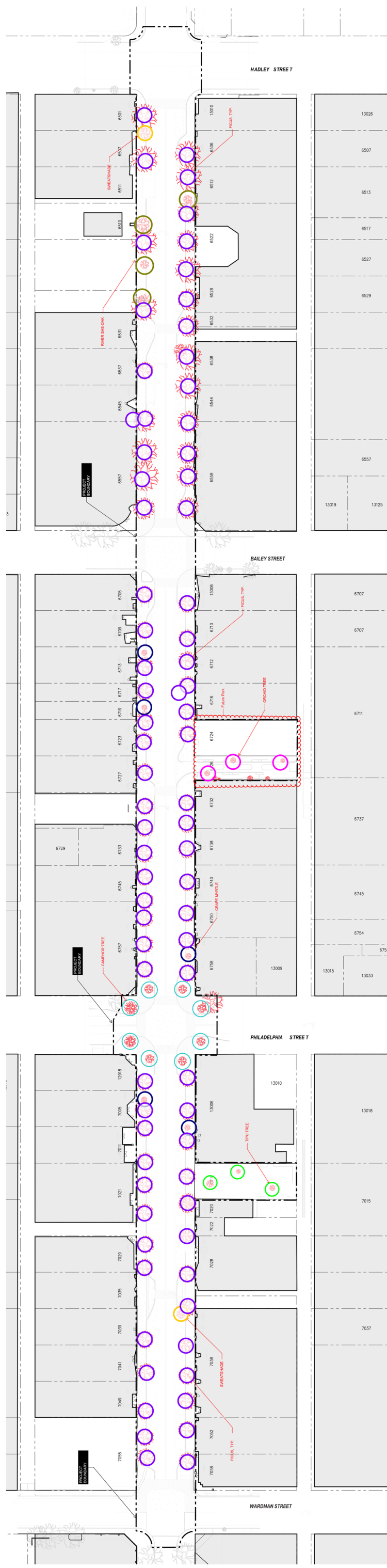
The proposed project would require the following City discretionary approvals:

- CEQA Clearance; and
- Design Plan Review and Approval.

### **2.4 PROJECT CONSTRUCTION**

Project construction is anticipated to occur for approximately six to ten months.

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- Greenleaf Ave Trees**
- (102) TOTAL TREES
  - (83) FICUS TREES
  - (2) SWEATSHADE
  - (5) CRAPE MYRTLE
  - (4) RIVER SHE-OAK
  - (6) CAMPPHOR TREES
- Future Park Adjacent Lots**
- (6) TOTAL TREES
  - (3) TIPU TREES
  - (3) ORCHID TREES

**LEGEND**

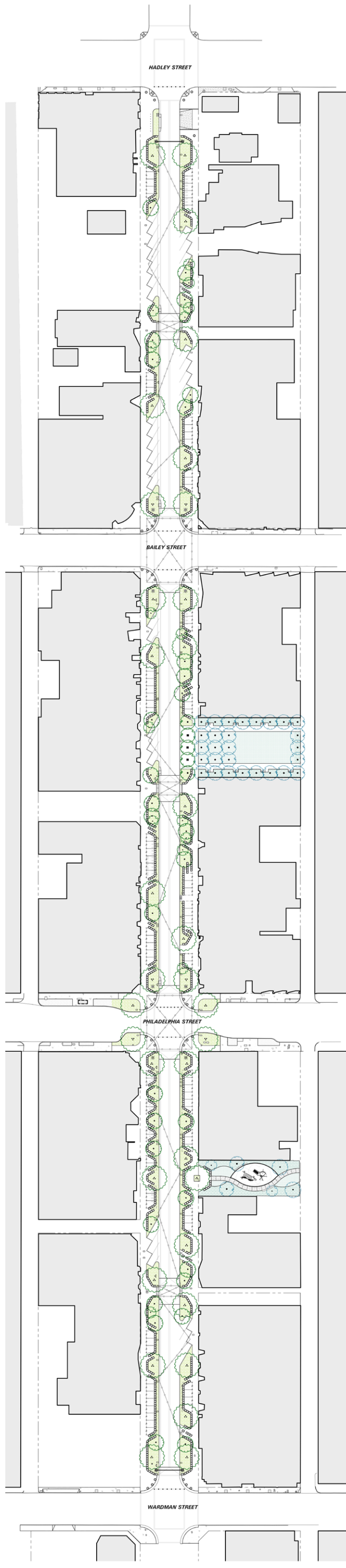
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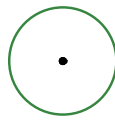
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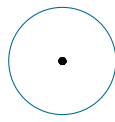
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**LEGEND**



GREENLEAF AVE PROPOSED TREES: 84 TOTAL



FUTURE PARK PROPOSED TREES: 34 TOTAL



PROPOSED UNDER STORY: 26,300 SQ. FT.



FUTURE PARK PROPOSED UNDER STORY: 13,000 SQ. FT.

Source: SWA



**EVERGREEN ASH | FRAXINUS UDEHII**

TYPE: *Canopy*  
MATURE SIZE: 35-40' H / 25-30' W  
WATER USE: *Medium*

The Evergreen Ash is a tall, upright tree, that over time becomes a breathtaking specimen tree for large scale streetscapes. The tree is widely used in North America as a reliable and resilient street tree.



**CALIFORNIA SYCAMORE | PLATANUS RACEMOSA**

TYPE: *Canopy*  
MATURE SIZE: 40-100' H / 20-50' W  
WATER USE: *Medium*

Native and prominent in the Southern California landscape, the California Sycamore provides great shade coverage, with a showy and textured, milky-colored trunk. It is a deciduous tree, allowing more light onto the street in the darker winter months. The species is fast growing, helping to quickly establish canopy coverage in new planting areas.



**COAST LIVE OAK | QUERCUS AGRIFOLIA**

TYPE: *Canopy*  
MATURE SIZE: 25-80' H / 15-35' W  
WATER USE: *Very Low*

Coast Live Oak is a California native tree with a characteristic dark green broad canopy. It is a tough and drought tolerant species, which also supports a variety of wildlife.



**THORNLESS MESQUITE | PROSPER X PHOENIX**

TYPE: *Canopy*  
MATURE SIZE: 30-40' H x 25-40' W  
WATER USE: *Low*

The thornless mesquite is a drought-tolerant shade tree with an open and airy crown. The light shade from the canopy filters heat and glare, while providing a unique and elegant textured leaf.



**LONDON PLANE TREE | PLATANUS X ACERIFOLIA 'COLUMBIA'**

TYPE: *Canopy*  
MATURE SIZE: 70-80' H / 40-50' W  
WATER USE: *Low*

Platanus x acerifolia 'Columbia' is a hybrid version of the London Plane that is resistant to anthracnose and mildew as is common with other Platanus species and varieties. The upright, rounded growth habit are sturdy in wind conditions and are adapted to poor soil conditions and city conditions. Columbia Plane Trees are deciduous and require full sun exposure and are low water using trees. The striking branching and sturdy rooting make it a great tree for the character road in Uptown Whittier.



**THORNLESS HONEY LOCUST | GLEDITSIA TRACANTHOS INERMIS 'SUNBURST'**

TYPE: *Canopy*  
MATURE SIZE: 50-70' H x 20-30' W  
WATER USE: *Low*

The thornless honey locust is a fast growing canopy tree that is strong wooded and features yellow/gold fall color. The inermis variety is both thornless and nearly seedless. A nice option for urban locations as it is tolerant to drought and air pollution.



**CHINESE ELM | ULMUS PARVIFOLIA**

TYPE: *Canopy*  
MATURE SIZE: 40-60' H / 50-70' W  
WATER USE: *Medium*

Ulmus parvifolia is a semi-evergreen tree that has a wide, natural umbrella shaped form with a striking bark color and leaf structure. The Chinese Elm is a fast growing species that is suited for full sun and has medium water needs.



**PINK TRUMPET TREE | HANDROANTHUS IMPETIGINOSA**

TYPE: *Accent*  
MATURE SIZE: 20-30' H / 15-20' W  
WATER USE: *Low*

Deciduous with a branching canopy, often large but sparse. Pink trumpet-shaped flowers bloom in spring, providing a spectacular accent tree.

Source: SWA

**Tree Plant Palette**



Agave attenuata | Foxtail Agave



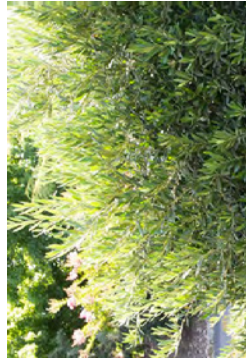
Agave 'Ray of Light' | Light of Ray Agave



Aloe 'Moonglow' | Moonglow Aloe



Baccharis x 'Starn' | Prostrate Coyote Bush



Olea e. 'Little Ollie' | Little Olive Dwarf Olive



Callistemon 'Little John' | Dwarf Bottlebrush



Euphorbia ingens | Candelabra Tree



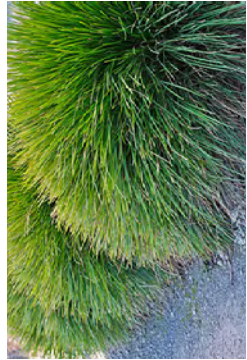
Euphorbia rigida | Upright Myrtle Spurge



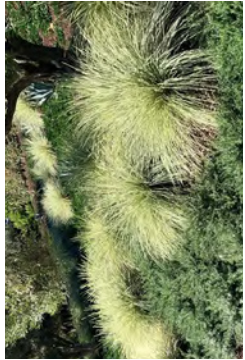
Galvezia speciosa | Snapdragon



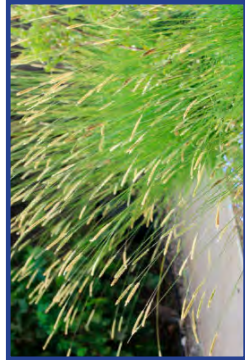
Lantana ssp. | Lantana



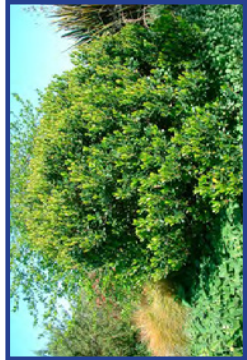
Lomandra l. 'Lime Turf' | Dwarf Mat Rush



Lomandra l. 'Platinum Beauty'  
Variegated Dwarf Mat Rush



Pennisetum spathiolatum | Slender Veldt Grass



Rhamnus californica | Coffee Berry



Salvia ssp. | Sage

Source: SWA

GREENLEAF PROMENADE  
ADDENDUM TO THE UPTOWN WHITTIER STREETScape BEAUTIFICATION PLAN IS/ND



### **3.0 ENVIRONMENTAL ASSESSMENT**

This comparative analysis has been undertaken to analyze whether the proposed project would result in any new or substantially more severe significant environmental impacts as compared with the impacts disclosed in the IS/ND. Findings from the Specific Plan EIR and IS/ND for each topical area are provided below for context. The comparative analysis discusses whether impacts are greater than, less than, or similar to the conclusions discussed in the IS/ND.

#### **3.1 AESTHETICS**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** Although the Specific Plan would result in an increased density of development in the Specific Plan area, including along designated design corridors and roadways with view of the Puente Hills, the Specific Plan EIR determined that implementation of the Specific Plan would not result in significant impacts to aesthetic resources following compliance with General Plan standards. Therefore, less than significant impacts would occur in this regard.

**IS/ND Findings:** The IS/ND determined that implementation of the Streetscape Plan would not result in significant adverse effects to any scenic vistas or public views of scenic vistas. Additionally, the project site is not adjacent to a designated State scenic highway or eligible State scenic highway as identified on the California Scenic Highway Mapping System. The IS/ND determined that future development and land use activities would be required to comply with all applicable regulations, including Municipal Code Title 18, *Zoning*. Further, implementation of the Streetscape Plan would increase restrictions on architectural standards and screening requirements. Overall, the Streetscape Plan would result in less than significant aesthetic impacts.

### Proposed Project:

(a) The project site is located within the Specific Plan area. Therefore, similar to that analyzed in the Specific Plan EIR and IS/ND, the proposed streetscape improvements would not result in significant adverse effects to any scenic vistas or public views of scenic vistas. No new impacts would occur in this regard, and no new mitigation measures are required.

(b) The proposed project would not be located adjacent to a designated State scenic highway or eligible State scenic highway as identified on the California Scenic Highway Mapping System. Therefore, no new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

(c) The proposed project would improve Greenleaf Avenue from Wardman Street to Hadley Street with streetscape improvements consistent with the guiding principles and design guidelines of the existing Streetscape Plan and proposed Streetscape Plan Amendment. Anticipated improvements include decorative paving, angled parking spaces, gateway signages, pocket parks, seat walls, and tree and landscape planting throughout. With regards to street trees, the project would remove all 108 existing trees within the project site and replace them with a total of 118 new trees (84 trees along Greenleaf Avenue and 34 trees in the two future pocket parks) and approximately 39,300 square feet of understory landscaping (26,300 square feet along Greenleaf Avenue and 13,000 square feet in the two future pocket parks); refer to Exhibit 12. A canopy tree and understory plant palette based on the Streetscape Plan Amendment includes evergreen ash, coast live oak, California sycamore, thornless mesquite trees, thornless honey locust, London Plane tree, Chinese elm, and pink trumpet tree, and various native understory shrubs including agave, aloe, coyote bush, coffee berry, dwarf bottlebrush, sage, and grasses; refer to Exhibits 13 and 14. Overall, the project would expand the public realm along Greenleaf Avenue as a pedestrian-oriented open promenade with a mix of flexible program zones and planting. As such, the anticipated streetscape improvements would enhance the overall aesthetic character of the Greenleaf Avenue corridor. Overall, the proposed project does not change the use, type, scale, or intensity of development generally contemplated in the Streetscape Plan and previously analyzed in the IS/ND. The proposed streetscape improvements would be consistent with the existing Streetscape Plan and proposed Streetscape Plan Amendment and thus, would be required to comply with development standards and design guidelines detailed in the Streetscape Plan and Streetscape Plan Amendment and all applicable regulations in the Municipal Code. Therefore, no new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

(d) The site is located in an urbanized area of Whittier with existing sources of light and glare. Existing sources include streetlights and vehicular lights primarily along Greenleaf Avenue, exterior and interior lighting of adjacent commercial buildings, and commercial signage lighting. Project construction could involve temporary glare impacts as a result of construction equipment and materials. However, based on the project's limited scope of activities and existing sources of light and glare in the area, these construction-related sources of glare would not be substantial. Additionally, the project would comply with Municipal Code Section 8.32.080, *Exemptions and waivers*, which limits construction activities to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, 9 a.m. to 9:00 p.m. on Saturdays, and at no time on Sundays and local legal holidays. Thus, as no construction activities would be permitted after 9:00 p.m. on weekdays or Saturdays, or at all on Sundays, short-term construction-related lighting and glare impacts would be less than significant.

At project completion, the project would provide new lighting poles, fixtures, and overhead festoon lighting. While new sources of light would be introduced, the anticipated lighting would be similar to existing sources of light and glare in the urbanized commercial corridor and would not result in new substantial impacts in this regard. Further, the project would be required to adhere to existing Streetscape Plan and proposed Streetscape Plan Amendment design guidelines related to lighting. Specifically, light pollution reduction and dark sky measures are an important design consideration in the Streetscape Plan Amendment. For example, the Backlight, Uplight, and Glare (BUG) ratings of exterior light fixtures shall meet the criteria established in the current California Green Building Code. Exterior lighting controls, which may include, but is not limited to, motion sensing and dimming capability, shall also be considered to allow for energy savings as well as preservation of the night sky. Therefore, no new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

**Mitigation Measures**

No new mitigation measures are required.

**3.2 AGRICULTURE AND FORESTRY RESOURCES**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
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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 Dept. 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:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Specific Plan EIR Findings:** The Specific Plan EIR found that the project site contains no active or suitable agricultural land. Thus, no impacts resulting from implementation of the Specific Plan would occur in this regard.

**IS/ND Findings:** As concluded in the Specific Plan EIR, the IS/ND also states that there is no agricultural land within the project site as the area is developed and urbanized. The IS/ND found that the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, and that there are no areas in Whittier zoned for agricultural use or parcels under a Williamson Act contract. Further, the United States Department of Agriculture Forest Service’s vegetation maps for the project site identified it as “urban” type, indicating that it is not capable of growing industrial wood tree species. No impacts would occur in this regard.

**Proposed Project:**

(a)-(e) The proposed project is located within the Specific Plan area and does not involve any land use changes related to agriculture, forest land, or timberland production. No new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

**Mitigation Measures**

No new mitigation measures are required.

**3.3 AIR QUALITY**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
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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?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**Specific Plan EIR Findings:** The Specific Plan EIR determined that buildout of the Specific Plan would not exceed estimated growth projections used by Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (SCAQMD). The Specific Plan also implements a number of specific policies and strategies outlined in the Air

Quality Management Plan (AQMP) related to reducing vehicle miles traveled. The project is therefore considered consistent with the AQMP.

Construction-related activities associated with Specific Plan buildout could result in temporary emission increases. Given the varying nature of project types that would be developed in accordance with the Specific Plan, Mitigation Measure AQ-2 requires assessment of construction impacts on a project-specific basis at the time of application.

Operational air quality emissions associated with full buildout of the Specific Plan would exceed SCAQMD thresholds for reactive organic gases (ROG), carbon monoxide (CO), and particulate matter 10 microns or less in diameter (PM<sub>10</sub>) with no feasible mitigation to reduce such impacts. Thus, impacts in this regard were determined to be significant and unavoidable. Pursuant to Public Resources Code Section 21081(a)(1), a statement of overriding considerations was adopted for the Specific Plan.

Traffic generated as a result of Specific Plan implementation would not create CO hotspots at existing intersections within the Specific Plan area. Impacts were determined to be less than significant.

Additionally, Mitigation Measure AQ-5 would require parking structures be constructed with at least three open sides or be mechanically ventilated, and Mitigation measure AQ-6 would require mixed-use projects involving restaurants or personal services (e.g., nail salons, hair salons, and dry cleaners) to reduce odor impacts by complying with AQMD Rule 402.

**IS/ND Findings:** The IS/ND determined that future development associated with the Streetscape Plan was contemplated in the General Plan, Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), and the resulting AQMP which was based on the RTP/SCS. Since the Streetscape Plan does not propose any specific development or growth-inducing projects, the Streetscape Plan would not conflict with SCAG growth forecast and would be consistent with the AQMP. Additionally, implementation of the Streetscape Plan would not significantly lower air quality standards, contribute to an air quality violation, or have an adverse impact on development and emissions. Further, future development and land use activities would be required to comply with all applicable regulations, including Municipal Code Title 18, *Zoning*. The Streetscape Plan, therefore, would have a less than significant impact on sensitive receptors relating to toxic pollutant emissions. The Streetscape Plan does not include any land uses associated with odor complaints. Therefore, the Streetscape Plan would not allow operations that could directly or indirectly result in any significant adverse odors or intensification of odors beyond those typically associated with construction activities. The IS/ND concluded that less than significant air quality impacts would occur.

**Proposed Project:**

(a)-(d) The proposed project would improve Greenleaf Avenue from Wardman Street to Hadley Street with streetscape improvements consistent with the guiding principles and design guidelines of the existing Streetscape Plan and proposed Streetscape Plan Amendment. As such, the project's anticipated streetscape improvements proposed in accordance with the Streetscape Plan and Specific Plan have been generally contemplated in the General Plan, SCAG growth projections, and the resulting AQMP. The proposed project does not change the type, scale, or intensity of development contemplated in the Streetscape Plan and thus, would not result in a substantial increase in criteria pollutant emissions in a manner that would exceed SCAQMD

significance thresholds during project construction or operations. The project would not result in any new or potentially adverse construction-related air quality impacts not previously considered and addressed in the IS/ND. Further, no new mobile or stationary sources of air pollutants are proposed as part of the anticipated streetscape improvements. Therefore, no long-term operational impacts from mobile (e.g., vehicles) and stationary sources (e.g., heating, ventilation, and air conditioning equipment and landscaping equipment) would occur. Additionally, the proposed streetscape improvements do not include any land uses associated with odor complaints. Further, implementation of Specific Plan EIR Mitigation Measure AQ-1 would ensure construction-related activities limit emissions by maintaining equipment and vehicle engines in good condition and in proper tune as per manufacturers' specifications and per SCAQMD rules, limit use of diesel- or gasoline-powered equipment and store any volatile liquids in closed containers.

It should also be acknowledged that the proposed streetscape improvements, including the reduction in parking spaces, would create an open promenade concept along Greenleaf Avenue with a permanently expanded public realm with pedestrian-oriented usable outdoor space. As such, the project would result in reduced long-term operational air quality emissions generated by mobile sources (e.g., vehicles). Overall, no new impacts are identified, and no new mitigation measures are required.

### **Mitigation Measures**

The following mitigation measure from the Specific Plan EIR would be applicable to the proposed project:

**AQ-1 Construction.** At the time of project application, the City will review the project proposal and determine if the project site area activity meets the following thresholds:

- Multi-Family Residential = 1,410,000 sq. ft. gross floor area
- Commercial = between 559,000 sq. ft. gross floor area and 975,000 sq. ft. of gross floor area depending on tenant
- Demolition = 23,214,111 cubic feet of building
- Grading = 177.0 acres

If any of the levels are met or exceeded by the project proposal, the City shall apply appropriate mitigation to the project. Construction mitigation will be appended to the project approval, and may include, but is not limited to, the following:

**Operations.** The City, in consultation with SCAQMD where necessary, will evaluate, prior to permit issuance, the applicability of the following measures.

- Maintain equipment and vehicle engines in good condition and in proper tune as per manufacturers' specifications and per SCAQMD rules.
- Suspend use of all construction equipment operations during second stage smog alerts.
- Use electricity from power poles rather than temporary diesel- or gasoline-powered generators.
- Use methanol- or natural gas-powered mobile equipment and pile drivers instead of diesel if readily available.

- Use propane- or butane-powered on-site mobile equipment instead of gasoline if readily available.
- Store all volatile liquids, including fuels or solvents in closed containers.
- No open burning of debris, lumber or other scrap will be permitted.

*Prior to final construction approval.* Projects which exceed acceptable thresholds for diesel particulate emissions (generally an increase in risk of 10/million or more) may be required to install one or more pieces of filtering equipment (diesel particulate filter or diesel oxidation catalyst) and/or use emulsified fuels.

**Dust Control.**

- All areas with vehicle traffic should be watered periodically; at a minimum, twice daily, unless determined there is adequate on-site moisture by the Building Official or Director of Public Works.
- Streets adjacent to the project site will be swept as needed to the satisfaction of the Building Official and Director of Public Works, to prevent excessive amounts of dust.
- Exposed areas, new driveways and sidewalks will be seeded, treated with soil binders, or paved as soon as possible.
- Cover stockpiles of soil, sand and other loose materials.
- Cover trucks hauling soil, debris, sand or other loose materials.
- Appoint a dust control monitor deemed acceptable to the Building Official.
- Contractor will maintain continuous control of dust from construction operations to the satisfaction of the Building Official.
- When wind conditions create considerable dust, such that a nuisance would generate complaints, the Contractor will either suspend grading operations, and/or water the exposed areas to the satisfaction of the Building Official.
- During construction, the amount of disturbed area will be minimized.
- Onsite vehicles speeds should be reduced to 15 mph or less.

**3.4 BIOLOGICAL RESOURCES**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
c. Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** The Specific Plan outlines a ficus tree succession plan as the trees have been deemed a safety and maintenance risk, making their removal and replacement necessary. Based on the analysis included in the Notice of Preparation (NOP) for the Specific Plan EIR, impacts related to biological resources were found to be less than significant; no further analysis was conducted. Overall, the Specific Plan area is located within an urbanized area of the City, and the majority of the project area is developed. Wildlife habitats within the City are generally limited to parks, nature preserves, and water body areas. Given the urbanized and built out nature of the area, the Specific Plan EIR determined that the project area does not include any intact natural habitat that could be occupied by any special status species or sensitive biological resources.

**IS/ND Findings:** The City of does not have an adopted Habitat Conservation Plan. The Streetscape Plan area is within the Specific Plan area analyzed by the Specific Plan EIR. As such, the IS/ND found that implementation of the Streetscape Plan within this urbanized area of the City would not include land uses or activities that would remove or impact any existing or planned wildlife habitats or sensitive species; remove or impact any existing or planned riparian habitat or other sensitive natural communities; or remove or impact any existing or planned native resident or migratory fish or wildlife species, corridors, or nursery sites.

When the IS/ND was approved in 2019, the nuisance caused by existing ficus trees identified for removal by the Specific Plan remained an issue within the City. The Streetscape Plan proposed a strategy for ficus tree replacement on Greenleaf Avenue to partially replace the trees in groups. With the Greenleaf ficus corridor considered as a whole, partial replacement in groups would replace about 50 percent of the ficus trees in a one block area or about 12.5 percent of the whole corridor. At the time of the adoption of the IS/ND, the City had a tree removal policy stated that if more than five trees are to be removed, a tree removal permit application must be submitted to and approved by the City. The IS/ND found that implementation of the Streetscape Plan would be consistent with the General Plan, the Specific Plan, Municipal Code, and all other local policies and regulations. It would not alter or eliminate any existing or future policy or ordinance protecting



biological resources. Overall, impacts to biological resources were determined to be less than significant.

**Proposed Project:**

(a)-(d) The proposed project would improve Greenleaf Avenue from Wardman Street to Hadley Street with streetscape improvements consistent with the guiding principles and design guidelines of the existing Streetscape Plan and proposed Streetscape Plan Amendment. The project area is urbanized and fully disturbed/developed with ornamental vegetation within the Greenleaf Avenue right-of-way and adjacent open space areas (proposed for pocket parks). The project area does not include any riparian habitat, sensitive natural communities, or wildlife corridors. The project area does not include attributes that would be capable of supporting special status or sensitive species, and the project would not substantially interfere with the movement of native resident or migratory species. The proposed project does not change the type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. All proposed activities would occur within established urbanized areas within the right-of-way and would not include land uses or activities that would remove or impact any existing or planned biological resources. No new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

(e) As analyzed in the Specific Plan EIR and IS/ND, the City continues to face safety, nuisance, and maintenance issues associated with the existing ficus trees along Greenleaf Avenue. Concerns regarding the ficus trees include weak branch strength, root damage potential within sidewalks and curbs, leaf and fruit litter mess, maintenance issues, lack of light penetration, and hosts to pests. Similar to recommendations in the Specific Plan EIR and IS/ND, the recommendation that complete replacement of the ficus trees with other fast-maturing, canopy tree species remains a viable solution. Under Municipal Code Chapter 12.40, *Trees and Shrubs*, Section 12.40.050 (City's Tree Ordinance No. 3045), a tree removal permit application must be submitted to and approved by the City prior to the removal of any street trees; the reason for removal must meet one of the justifications listed in the City's *Parkway Tree Manual*.<sup>1</sup> Reasons that are valid for tree removal include hazardous trees or roots (i.e., falling branches or exposed roots, hazardous conditions), hardscape damage (i.e., if hardscape repairs cannot feasibly be completed without severe root/tree damage), and disease/insect infestation. Permits may be granted, or appraisal fees may be paid, following written evaluation by a certified arborist stating that the tree must be removed in order to proceed with the project.

Section XIII, *Bird and Wildlife Protection*, of the City's *Parkway Tree Manual* (cited in Municipal Code Section 12.40.120) also requires compliance with the Migratory Bird Treaty Act (MBTA), which prohibits activities that result in the direct take (defined as killing or possession) of a migratory bird. Avoiding violation of the take provision generally requires that the project-related disturbances of active nests and territories be reduced or eliminated during the nesting cycle; as such, wildlife inspections (e.g., pre-construction clearance surveys) are mandatory prior to tree disturbance. The initial inspection would be carried out by a City Tree Supervisor; if a nest is found, next steps include coordination with the California Department of Fish and Wildlife (CDFW) to determine the appropriate course of action for protection of the bird(s).

Along Greenleaf Avenue, the proposed project would remove all 108 street trees within the project site, inclusive of 83 ficus trees, 2 sweetshade, 5 crape myrtle, 4 river she-oak, 8 camphor trees, 3 tipu trees, and 3 orchid trees; refer to Exhibit 11. As such, the project would remove 100 percent

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<sup>1</sup> City of Whittier, *Parkway Tree Manual*, 2016.

of existing ficus trees, compared to the 12.5 percent described in the IS/ND. However, the proposed project would replace the 108 trees with a total of 118 new trees and approximately 39,300 square feet of understory shrubs and groundcover; refer to Exhibit 12. A tree and plant palette based on the Streetscape Plan Amendment includes evergreen ash, Coast live oak, California sycamore, thornless mesquite trees, thornless honey locust, London Plane tree, Chinese elm, and pink trumpet tree, and various native understory shrubs including agave, aloe, coyote bush, coffee berry, dwarf bottlebrush, sage, and grasses; refer to Exhibits 13 and 14. Upon approval of a tree removal permit and completion of a Mandatory Wildlife Inspection pursuant to the MBTA and Municipal Code, the proposed project would have a less than significant impact regarding existing or future policies or ordinances protecting biological resources. No new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

(f) The City does not have an adopted Habitat Conservation Plan. As such, and similar to the Streetscape Plan, the proposed project would not occur within a Habitat Conservation Plan Area or conflict with a Habitat Conservation Plan or other approved local, regional, or State habitat conservation plan. No new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

**Mitigation Measures**

No new mitigation measures are required.

**3.5 CULTURAL RESOURCES**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** According to the Specific Plan EIR, there are a number of historic buildings and historic districts within the Specific Plan area; as such it was determined that implementation of the Specific Plan may result in the removal or alteration of buildings that have the potential to be historic resources. A record search was performed by a professional archaeologist on December 11, 2006, at the South Central Coastal Information Center, California State University Fullerton. The record search indicated that no prehistoric or historic archaeological sites are recorded within the boundaries of the project area or within 0.5-miles of the Specific Plan area. As such, it was determined that implementation of the Specific Plan would not impact known archaeological resources. However, new development has the potential to unearth previously undiscovered resources of historic and/or archaeological significance within developed and undeveloped portions of the planning area. Further development without proper studies may prohibit the discovery of such artifacts.

As such, the Specific Plan EIR included Mitigation Measure CULT-1 and its sub-measures to reduce impacts to historic resources as well as reduce impacts involving the inadvertent discovery of archaeological resources, including human remains. Mitigation Measure CULT-1 first and foremost requires that a field survey be conducted by an archeologist or architectural historian prior to any project-related ground disturbing activities on a site that contributes to a historic district or is on/deemed eligible for listing on the National Register of Historic Resources, California Register of Historical Resources. Mitigation Measure CULT-1 requires four tasks – inventory of resources, evaluation of resource significance, proposal of further mitigation, and preparation of a technical report – as well as criteria for handling the discovery of artifacts over 50 year in age and/or human remains, and instructions regarding data collection coordination with the Whittier Historical Society and Museum or another repository within Los Angeles County to the satisfaction of the Director of Community Development.

Further suggested mitigation under Mitigation Measure CULT-1, as applicable based on results of individual field surveys, outlines educational and technical assistance, financial tools, and planning and development efforts regarding the protection of historic resources. Education and technical assistance include providing information to property owners and neighborhood groups regarding local, State, and national listing processes. Financial tools include fees, waivers, easements, and tax credits to regarding the rehabilitation of historic buildings. Planning and development efforts include guidelines for the additions, renovations, and/or demolition of historic buildings or structures, compliant with Chapter 18.84 (Historic Resources) of the Municipal Code.

While the intent of the Specific Plan is to implement historic preservation, adaptive reuse, and infill development with respect to the scale and architectural quality of existing historic resources, given that buildout of the Specific Plan may result in the removal or alteration of these resources, particularly buildings, the Specific Plan EIR determined that significant and unavoidable impacts would occur.

**IS/ND Findings:** The IS/ND established that existing historic resources within the City are regulated and protected pursuant to the City’s Historic Resource Element of the General Plan. The IS/ND found that implementation of the Streetscape Plan would not include project characteristics that would either promote, encourage, or enable activities that could remove, degrade or in any way adversely impact local historic resources, or lessen existing legal protections of archaeological resources nor tribal consultation requirements on individual projects. Further, buildout of the Streetscape Plan, inclusive of intersection, roadway, pedestrian connection, lighting, and landscaping improvements, would not require construction or extensive excavation that could destroy any archeological resource or disturb a designated cemetery or other burial ground. Thus, impacts were found to be less than significant upon implementation of Specific Plan EIR Mitigation Measure CULT-1.

**Proposed Project:**

(a) The proposed project would improve Greenleaf Avenue from Wardman Street to Hadley Street with streetscape improvements consistent with the guiding principles and design guidelines of the existing Streetscape Plan and proposed Streetscape Plan Amendment. The City is urbanized and built out with the exception of established parklands; all other property has been disturbed and developed. The proposed project does not change the type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. Similar to the Streetscape Plan, the proposed project would not include activities that enable or promote the disturbance, degradation, or removal of local historic resources. While the project site is adjacent to the Hadley Greenleaf Historic District and there are four identified historic resources within the

project site (Former Wardman Theatre, Hoover Hotel, Former First National Bank and Bank of America, and National Trust and Savings Bank), all proposed activities and streetscape improvements (e.g., lighting fixtures, pedestrian seating, and monuments) would occur within the right-of-way; no structures or building facades, historic or otherwise, would be improved under the proposed project. Thus, impacts to historic resources would be less than significant. No new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

(b) The proposed project does not change the type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. As such, and similar to the Streetscape Plan, the proposed project would not require extensive excavation or include characteristics that would disturb, degrade, remove, or destroy any archeological resources. Additionally, as was determined by the Specific Plan EIR, the project area is not anticipated to include prehistoric or archaeological sites. Impacts would be less than significant. No new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

(c) The proposed project does not change the type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. As such, and similar to the Streetscape Plan, the proposed project would not require extensive excavation or include characteristics that would disturb, degrade, remove, or destroy any cemetery or burial grounds. Impacts would be less than significant and no new or substantially more severe impacts would occur compared to the determinations of the IS/ND. No new mitigation measures are required.

**Mitigation Measures**

No new mitigation measures are required.

**3.6 ENERGY**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** The Specific Plan EIR did not evaluate impacts on energy as it was not required in the CEQA Guidelines at the time the Specific Plan EIR was prepared in 2008.

**IS/ND Findings:** The IS/ND determined future development would be required to comply with all applicable regulations, including Municipal Code Title 18, *Zoning*, and Part 6 (California Energy Code) of Title 24 (California Building Standards Code). Compliance with applicable regulations would reduce impacts associated with energy to less than significant as the Streetscape Plan would not directly or indirectly result in wasteful, inefficient, or unnecessary consumption of energy

resources during project construction or operation and would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency through project implementation.

**Proposed Project:**

(a)-(b) The proposed project does not change the use, type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. Specifically, the proposed project would improve Greenleaf Avenue from Wardman Street to Hadley Street with streetscape improvements consistent with the existing Streetscape Plan and proposed Streetscape Plan Amendment. Anticipated improvements include decorative paving, angled parking spaces, gateway signages, pocket parks, seat walls, and tree and landscape planting throughout. Construction-related energy usage and operational energy usage associated with new lighting sources would be minimal. Therefore, the proposed project would not result in the inefficient, wasteful, or unnecessary consumption of energy and a less than significant impact would occur. No new mitigation measures are required.

**Mitigation Measures**

No new mitigation measures are required.

**3.7 GEOLOGY AND SOILS**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** Implementation of the Specific Plan would result in additional development and increased population in a seismically active area. According to the Specific Plan EIR, implementation of the Specific Plan would expose soils to erosion as individual projects are developed. Further, those soils pose limitations to the construction of buildings and infrastructure which could in turn pose risks to property and/or life.

The Specific Plan EIR determined that compliance with the requirements of the International Building Code and policies regarding seismic hazards within the General Plan would reduce adverse seismic effects of development to less than significant levels.

Mitigation Measure GEO-2 would implement erosion control during construction activity. Specifically, National Pollutant Discharge Elimination System (NPDES) Permits would be required for all projects in excess of one acre (projects less than one acre would still be required to follow requirements of the Municipal Code). Erosion control measures would be required when run-off could impact drainage. These measures could include the use of straw bales, siltation fences, berms, and basins. It is important to note that specific erosion control measures would be determined on a project-by-project basis, depending on size and level of disturbance. No specific Best Management Practices (BMPs) were recommended.

Mitigation Measure GEO-3 addressed sub-surface stability and other hazards. Specifically, no development shall occur until 1) a soils investigation has been prepared conforming to Section 1802 of the International Building Code, 2006 Edition, as amended by pertinent sections of Title 24 of the California Code of Regulations, and standard geologic practice; and 2) a Geotechnical Engineering Investigation has been prepared conforming to Section 1613 of the International Building Code, 2006 Edition, as amended by pertinent sections of Title 24 of the California Code of Regulations, and standard geologic practice. The geotechnical engineering investigation should be conducted by a Registered Geotechnical Engineer or a Registered Civil Engineer experienced in geotechnical investigations. In addition to the items that normally are addressed in such an investigation, the report should include, but not be limited to, the following factors: soil and groundwater conditions encountered; preparation of the site prior to grading; grading criteria for pavement and building areas; types and depths of foundations; maximum allowable bearing capacities; site coefficients for use in foundation design; potential for liquefaction; total and differential settlement; resistance to lateral loads; sub-slab ground treatment; design criteria for retaining walls; pavement design criteria; site drainage; assessment of existing fill at the site (if any), including the suitability of the materials used, original site preparation, and degree of compaction; the impact of placing fill upon the existing fills and appropriate mitigation; settlement

potential of the fill and appropriate mitigation. This investigation would also provide feasible engineering or design solutions to these potential geologic impacts.

The City determined that Mitigation Measures GEO-2 and GEO-3 were both feasible and would reduce impacts to less than significant levels.

**IS/ND Findings:** The IS/ND determined that the most significant fault system in the City is the Whittier-Elsinore fault zone, which runs parallel to the northwest City limits. Like any fault system in Southern California, the Whittier-Elsinore fault zone could create substantial ground shaking if a seismic event occurred along that fault. As such, the IS/ND established that development under the Streetscape Plan must conform to all applicable State and local building codes relative to seismic safety. As the California Geological Survey (CGS) has designated most of the City as having either very low or low liquefaction potential, with the exception of the southeastern portion of the City where there is moderate liquefaction potential, the IS/ND established that development under the Streetscape Plan would be required to comply with applicable building codes that account for the possibility of liquefaction susceptibility. While the City is relatively flat, areas associated with the Puente Hills formation have shown previous evidence of landslides. As such, the IS/ND established that development under the Streetscape Plan would be required to comply with applicable building codes that account for the possibility of landslides within hillside areas. Additionally, due to the absence of any substantial change in grade, the potential for lateral spread occurring within the project area during a seismic event was determined to be low. Overall, based on the existing setting of the Streetscape Plan area, impacts were determined to be less than significant with regards to seismic events.

Similar to the findings of the Specific Plan EIR, the IS/ND determined that development of the Streetscape Plan could result in soil erosion or loss of topsoil during construction, and the soils on which development occurs could pose a risk regarding structural stability. As such, the IS/ND established that development under the Streetscape Plan would be required to adhere to all applicable construction standards regarding erosion control, including BMPs to minimize runoff and erosion impacts from earth-moving activities such as excavation, contouring, and compaction. Further, the California Building Code (CBC) requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. As such, the IS/ND established that development under the Streetscape Plan would be required to comply with applicable building codes that account for the possibility of expansive soils. Impacts regarding soil erosion and stability were found to be less than significant.

The Streetscape Plan did not include the need for septic tanks or any other alternative wastewater disposal systems. The Streetscape Plan establishes a framework for enhancing the streetscapes of Uptown Whittier to address intersections, roadways, pedestrian connections, lighting, and landscaping; no individual project under the Streetscape Plan would require extensive excavation that could adversely impact any paleontological resources or geologic features.

All applicable mitigation measures from the Specific Plan EIR were also incorporated into the adopted IS/ND; overall, the IS/ND determined that no new mitigation measures were necessary because no significant impacts to geology and soils would result from implementation of the Streetscape Plan.

**Proposed Project:**

(a)(1)-(a)(4) The project site is located within the Specific Plan area, and as such would be located in proximity to the Whittier-Elsinore fault zone. The proposed project would improve Greenleaf

Avenue from Wardman Street to Hadley Street with streetscape improvements consistent with the existing Streetscape Plan and proposed Streetscape Plan Amendment, including decorative paving, angled parking spaces, gateway signages, pocket parks, seat walls, and tree and landscape planting. The proposed project does not change the type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. The proposed project would not include housing or other habitable structures. Similar to the determinations of the Specific Plan EIR and IS/ND, the proposed project would result in less than significant impacts related to seismic activity following compliance with CBC, the Public Safety, Noise, and Health Element of the General Plan, and Section 15.02, *Building Code*, of the Municipal Code. No new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

(b) The project area is urbanized and fully disturbed/developed. Ornamental trees and vegetation exist within the project site, which is covered in topsoil. Implementation of the proposed project could disturb this surface layer which could lead to erosion and increased runoff. However, and similar to the findings of Specific Plan EIR and IS/ND, the proposed project would be subject to Specific Plan EIR Mitigation Measure GEO-2, which would require implementation of BMPs contained in Section 8.36.120 of the Municipal Code, in order to reduce impacts to a less than significant level. BMPs for erosion control may include the use of straw bales, siltation fences, or berms and basins. No new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

(c)-(d) The project site would be located in proximity to the Whittier-Elsinore fault zone. As such, all development under the proposed project would conform to all applicable State and local building codes, including the CBC, the Public Safety, Noise, and Health Element of the General Plan, and Section 15.40, *Flood Damage Prevention*, of the Municipal Code, that account for the possibility of liquefaction susceptibility or for the possibility of landslides within hillside areas, and that account for development on expansive soils. Impacts would be less than significant in this regard. No new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

(e) The entire City is served by an existing sewer network and therefore, has no need for septic tanks or any other alternative wastewater disposal systems. The proposed streetscape improvements would not involve installation of any septic tanks or alternative wastewater disposal systems. No new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

(f) Similar to the determinations of the IS/ND, the proposed project would not require extensive excavation that could adversely impact any paleontological resources or geologic features. No new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

### **Mitigation Measures**

The following mitigation measure from the Specific Plan EIR would be applicable to the proposed project.

**GEO-2      Erosion Control During Construction Activity.** NPDES Permits are required for all projects in excess of one acre (project less than one acre are still required to follow requirements of the Municipal Code). Erosion control measures are required when run-off could impact the drainages. These include the use of straw bales,



siltation fences, berms and basins. It is important to note that specific erosion control measures shall be determined on a project by project basis, depending on size and level of disturbance. No specific BMPs are recommended at this level.

### 3.8 GREENHOUSE GAS EMISSIONS

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** The Specific Plan EIR determined that continued growth in the City, along with buildout of the Specific Plan, would increase greenhouse gas emissions (GHG) associated with construction and operational activities. However, it was determined that the Specific Plan would not generate enough GHG to individually influence global climate change. Nonetheless, when combined with all other sources of GHG, the Specific Plan would contribute towards a cumulative environmental effect regarding GHG. Thus, the Specific Plan implements several strategies to reduce the level of cumulative impact, including creating a dense mixed-use development that reduces the need for vehicle trips and encourages transportation alternatives. Despite incorporation of these elements, GHG cumulative impacts to global climate change are still inevitable when considered along with regional development. However, the Specific Plan is considered a local project and was not required to be analyzed as a project of Statewide, regional, or areawide significance. Therefore, requirements for a detailed level of analysis were significantly less; and incorporation of minor requirements (i.e., plan design) for environmental responsible features would be expected to lessen GHG emissions on a scale equivalent with the proposed Specific Plan. As such, impacts related to GHG emissions were found to be less than significant and no further analysis was conducted.

**IS/ND Findings:** The IS/ND determined that the Streetscape Plan would not result in direct or indirect significant GHG impacts and is anticipated to result in better traffic flow and more pedestrian friendly opportunities at the end of the amortization period. This change may result in decreased automobile idling, vehicle miles traveled, and associated emissions, including criteria pollutants and greenhouse gases. The Streetscape Plan does not include any feature (i.e., substantially alter energy demands) that would interfere with implementation of State and City codes and plans. Therefore, the Streetscape Plan would not permit any land use operations that would conflict with any plans, policies or regulations related to the reduction of GHG emissions. Impacts were determined to be less than significant.

**Proposed Project:**

(a)-(b) The proposed project does not change the use, type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. Specifically, the proposed project would improve Greenleaf Avenue from Wardman Street to Hadley Street with

streetscape improvements, such as decorative paving, angled parking spaces, gateway signages, pocket parks, seat walls, and tree and landscape planting. Construction-related GHG emissions would be minimal and temporary. It should also be acknowledged that the proposed streetscape improvements, including the reduction in parking spaces, would create an open promenade concept along Greenleaf Avenue with a permanently expanded public realm with pedestrian-oriented usable outdoor space. As such, the project would result in reduced long-term operational GHG emissions from mobile sources (e.g., vehicles). Overall, less than significant impacts would occur in this regard, and no new mitigation measures are required.

### Mitigation Measures

No new mitigation measures are required.

### 3.9 HAZARDS AND HAZARDOUS MATERIALS

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** In 2008, at the time of preparation of the Specific Plan EIR, the project area contained three known hazardous materials sites, two of which were closed, and one of which was in process. The existing regulatory framework surrounding the identification,

reporting, and cleanup of hazardous materials sites was considered sufficient to address any further discoveries in the area. Based on the analysis included in the NOP for the Specific Plan EIR, impacts related to hazards and hazardous materials were found to be less than significant; no further analysis was conducted.

**IS/ND Findings:** The IS/ND established that any activities under the Streetscape Plan that involve the handling and disposal of hazardous or potentially hazardous materials would be required to fully comply with the Municipal Code, as well as all existing State safety regulations. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and State law. Routine construction practices include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes, and other waste materials. During future construction, BMPs would be required to be implemented by the City as well as standard construction controls and safety procedures that would avoid or minimize the potential for accidental release of these substances. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by the Los Angeles County Fire Department, and the local Certified Unified Program Agency for hazardous materials in the region. The IS/ND determined that the Streetscape Plan would not result in impacts to schools due to hazardous materials handling or emissions and no mitigation is required. With implementation of construction BMPs and standard construction controls and safety procedures, hazard to the public or the environment through reasonably foreseeable upset and accident condition involving the release of hazardous materials into the environment would be less than significant.

The IS/ND also found that the Specific Plan area contains three known hazardous materials sites located on the State of California Hazardous Waste and Substances Site List pursuant to Government Code Section 65962.5; two of these sites are closed and one was in the process of closing at the time that the IS/ND was adopted. It was determined that existing regulatory framework surrounding the identification, reporting, and cleanup of hazardous materials sites was considered sufficient to address any further discoveries in the area. Any future land uses that would be regulated by the provisions of the Streetscape Plan would not be permitted to create any significant hazards to the public or the environment by operating at a location included on the Cortese List. Thus, the IS/ND found impacts would be less than significant.

There are no private or public airports located within two miles of the Specific Plan area. Therefore, the IS/ND determined that the Streetscape Plan would not result in safety hazards from proximity to airports for people living in the project area or excessive noise for people residing or working in the project area. Further, the Streetscape Plan does not encourage or otherwise set forth any policies or recommendations that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Finally, the IS/ND determined that the project site is located in an urbanized area without any wildland conditions and is not located within a fire hazard zone. Thus, no impacts would occur in this regard.

**Proposed Project:**

(a)-(c) The proposed project would improve Greenleaf Avenue from Wardman Street to Hadley Street with streetscape improvements consistent with the guiding principles and design guidelines of the existing Streetscape Plan and proposed Streetscape Plan Amendment. The proposed project does not change the type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. As such, the proposed project would not result in land use changes that would increase the transport, use, or disposal of hazardous

materials in the project area or near schools. Similar to existing conditions, construction of the proposed streetscape improvements would be required to comply with applicable regulations and policies related to hazards and hazardous materials. Therefore, project impacts associated with the transport, use, and disposal of hazardous materials in the City would be less than significant. No new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

(d) The State Water Resources Control Board and Department of Toxic Substances Control’s online databases identified one leaking underground storage tank (LUST) site within the project area.<sup>2,3</sup> However, this site was closed in 2004. As such, the proposed project would result in less than significant impacts related to location on a site identified on a list of compiled pursuant to Government Code Section 65962.5. No new impacts have been identified and no new mitigation measures are required for the proposed project.

(e) As stated, there are no public or public use airports in, or in the general vicinity of project site. No new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

(f) The proposed project would improve Greenleaf Avenue from Wardman Street to Hadley Street with streetscape improvements, including decorative paving, angled parking spaces, gateway signages, pocket parks, seat walls, and tree and landscape planting. The proposed project does not change the type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. No land use changes are proposed that would include features that may impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. It is not anticipated that full road closures would be required for project construction; any closure would be temporary and full roadway access would resume following project construction. Therefore, no new impacts have been identified and no new mitigation measures are required for the proposed project.

(g) Refer to Section 3.20, *Wildfire*.

**Mitigation Measures**

No new mitigation measures are required.

**3.10 HYDROLOGY AND WATER QUALITY**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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<sup>2</sup> State Water Resources Control Board, *GeoTracker*, <https://geotracker.waterboards.ca.gov/>, accessed May 18, 2023.  
<sup>3</sup> Department of Toxic Substances Control, *EnviroStor*, <https://www.envirostor.dtsc.ca.gov/public/>, accessed May 18, 2023.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
1) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** The Specific Plan EIR stated that the project area is urban in nature, and as such, the impacts of additional development in the area would be minimal. Based on the analysis included in the NOP for the Specific Plan EIR, impacts related to hydrology and water quality were found to be less than significant; no further analysis was conducted.

**IS/ND Findings:** Implementation of the Streetscape Plan consists of the establishment of streetscape improvements and a tree succession plan identified and evaluated in the Uptown Whittier Specific Plan together with a development impact fee funding mechanism. It would provide design solutions for enhancing the streetscapes to address intersections, roadways, pedestrian connections, lighting, and landscaping. The Specific Plan area is built out and urbanized and is not used for groundwater recharge. The project does not propose changes or improvements to the municipal drainage system, which would in turn change the course of a stream or river. The project would not substantially increase the rate or amount of surface runoff, which could in turn cause flooding. According to the IS/ND, the City is not within a zone influenced by inundation of seiche, tsunami, or mudflow.

Under both construction and post-construction conditions, stormwater runoff would enter the stormwater drainage system. As such, the IS/ND stated that per the U.S. EPA’s NPDES program, the project would develop a SWPPP with BMPs to minimize pollution to stormwater; these BMPs would be developed from the State Water Resources Control Board (SWRCB) guidelines. The IS/ND determined that the City’s storm drain network had adequate capacity to process runoff from buildout of the Streetscape Plan following compliance with the City’s Low Impact

Development (LID) policies. Further, the project would be required to be consistent with the Environmental Resource Management Element of the General Plan.

The IS/ND established that future projects under the Streetscape Plan would be evaluated individually for site specific conditions for flooding. Given that the project area is urbanized and that the Streetscape Plan would not require substantial development, project compliance with federal, State, and local water quality and groundwater standards would result in less than significant impacts. Thus, the IS/ND found that impacts would be less than significant, and no mitigation was necessary.

**Proposed Project:**

(a) and (e) The proposed project would improve Greenleaf Avenue from Wardman Street to Hadley Street with streetscape improvements consistent with the existing Streetscape Plan and proposed Streetscape Plan Amendment, including decorative paving, angled parking spaces, gateway signages, pocket parks, seat walls, and tree and landscape planting. The proposed project does not change the type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. Further, similar to existing conditions, all future development within the Specific Plan area and Streetscape Plan would be required to comply with existing local, State, and federal regulations pertaining to water quality, including Chapter 8.36 of the Municipal Code, which includes erosion control BMPs during project construction and compliance with the City's LID policies for operation of project improvements. Thus, the proposed project would not violate any water quality standards or waste discharge requirements. No new impacts have been identified and no new mitigation measures are required in this regard.

(b) The project site consists of the Greenleaf Avenue corridor from Wardman Street to Hadley Street. The site is urbanized and built out and not utilized for groundwater recharge. Thus, the proposed project would not substantially interfere with groundwater recharge. No new impacts have been identified and no new mitigation measures are required in this regard.

(c)(i)-(c)(iv) As discussed above, in accordance with the Streetscape Plan, the proposed project would implement several streetscape improvements along Greenleaf Avenue from Wardman Street to Hadley Street. The project area is built out, and future development within the area would be required to comply with all applicable regulations and policies detailed in the Specific Plan EIR and IS/ND, including Chapter 8.36 of the Municipal Code, which includes erosion control BMPs during project construction and compliance with the City's LID policies for operation of project improvements. Additionally, the proposed landscaping, pocket parks, and paving would result in a net decrease in impervious areas as compared to existing conditions. Overall, the proposed project is not anticipated to substantially alter drainage patterns and associated impacts pertaining to erosion/siltation, flooding, runoff pollution, and impeded or redirected flood flow would be less than significant. No new impacts have been identified and no new mitigation measures are required in this regard.

(d) The project site is entirely built out and located outside of flood hazard zones.<sup>4</sup> Additionally, according to Figure PSNH-6, *Inundation Hazards*, of the General Plan Public Safety, Noise, and Health Element, most of Whittier, including the project site, is not within a zone influenced by the

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<sup>4</sup> Federal Emergency Management Agency, *Flood Insurance Rate Map #06037C1835F, Panel 1835 of 2350*, September 26, 2008.

inundation of seiche, tsunami, or mudflow. Thus, no new impacts have been identified and no new mitigation measures are required in this regard.

**Mitigation Measures**

No new mitigation measures are required.

**3.11 LAND USE AND PLANNING**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** The Specific Plan EIR determined that the project would be consistent with, or would directly implement, most of the applicable land use plans and their goals and policies including the General Plan Land Use and Housing Elements, and the Southern California Association of Governments’ (SCAG) Regional Comprehensive Plan and Guide, Regional Transportation Plan, and Compass Growth Vision. However, it was found that the Specific Plan does not meet parkland standards as set forth by the City. Overall, impacts related to land use and planning were determined to be less than significant.

**IS/ND Findings:** The Streetscape Plan is an implementing action of the Specific Plan. The Streetscape Plan would provide design solutions for enhancing the streetscapes of Whittier Uptown in conjunction with the Community Benefit District (CBD) together with a development impact fee funding mechanism. The Streetscape Plan would explore how Uptown streetscapes can be redesigned to best serve and enrich the community of Whittier, the CBD, and how it can celebrate Whittier’s rich heritage and environment while keeping pace with changing conditions and trends. The IS/ND determined that the Streetscape Plan would not directly or indirectly divide any established community.

The Streetscape Plan proposed a strategy for ficus tree replacement on Greenleaf Avenue to partially replace the tree in groups. With the Greenleaf ficus corridor considered as a whole, partial replacement in groups would replace about 50 percent of the ficus trees in a one block area, or about 12.5 percent of the whole corridor. This strategy was determined to be consistent with the intent of the Specific Plan. The IS/ND found that the Streetscape Plan would be consistent with the goals and objectives of the General Plan Land Use Element and impacts in this regard would be less than significant.

**Proposed Project:**

(a) The proposed project would improve Greenleaf Avenue from Wardman Street to Hadley Street with streetscape improvements within the existing right-of-way. The proposed project does not change the type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. Thus, the project would not physically divide an established

community. No new or substantially more severe impacts would occur compared to the determinations of the IS/ND, and no new mitigation measures are required.

(b) The IS/ND determined that the Streetscape Plan would not conflict with the General Plan and would be consistent with goals and objectives in the General Plan Land Use Element. Thus, the proposed project, as an implementing action of the Streetscape Plan, would also comply with applicable land use plans and regulations. Overall, the project would be consistent with applicable land use plans and zoning, including the Specific Plan, General Plan, and Municipal Code. Thus, no new impacts have been identified and no new mitigation measures are required in this regard.

**Mitigation Measures**

No new mitigation measures are required.

**3.12 MINERAL RESOURCES**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** Based on the analysis included in the NOP for the Specific Plan EIR, impacts related to mineral resources were found to be less than significant; no further analysis was conducted.

**IS/ND Findings:** The IS/ND determined that the Streetscape Plan area is located within a fully urbanized area of the City with no known mineral resource sites or mineral extraction sites. No impacts would occur in this regard.

**Proposed Project:**

(a)-(b) The project site is not located within an area of known mineral resources, either of regional or local value. The project site is located within the Streetscape Plan area. As such, no new impacts have been identified and no new mitigation measures are required.

**Mitigation Measures**

No new mitigation measures are required.



### 3.13 NOISE

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** The Specific Plan EIR determined that buildout of the Specific Plan would generate short-term construction noise impacts that may exceed noise standards. As such, implementation of Mitigation Measure N-1 would require all construction equipment be maintained in proper operating condition and fit with factory standard noise reduction features. Additionally, the Specific Plan EIR determined that operational noise impacts associated with the Specific Plan could generate additional traffic on area roadways (which would increase noise levels) and introduce sensitive land uses into areas with existing noise above acceptable exterior noise levels. Therefore, Mitigation Measure N-2.3 would require an acoustic report be prepared by a qualified acoustical consultant when projects are proposed along Hadley Street or Painter Avenue (which exceed the 65 dBA community noise equivalent level noise threshold), or as deemed necessary by the Director of Community Development, Planning Commission, and/or City Council. With implementation of Mitigation Measure N-2.3, the Specific Plan would result in less than significant impacts from noise levels associated with additional traffic on nearby roadways. Upon implementation of Mitigation Measures N-1 and N-2.3, short-term construction noise impacts and long-term operational noise impacts would be reduced to less than significant.

**IS/ND Findings:** The IS/ND determined that implementation of the Streetscape Plan would not alter the noise provisions or exempt any future land uses or improvements from local noise controls. The local noise standards within the Municipal Code would continue to regulate all future land use construction and operational noise levels. Additionally, Streetscape Plan implementation would occur in compliance with local noise and vibration controls. No airport land use plans apply to the Streetscape Plan area, and the project site is not located within two miles of an airport. Further, the project site falls outside any airport’s noise contours. Therefore, residents or workers would not be exposed to excessive airport noise levels and no impact would occur.

**Proposed Project:**

(a)-(c) The proposed project does not change the use, type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. Specifically, the

proposed project would improve Greenleaf Avenue from Wardman Street to Hadley Street with streetscape improvements, including decorative paving, angled parking spaces, gateway signages, pocket parks, seat walls, and tree and landscape planting. During construction activities, implementation of Specific Plan EIR Mitigation Measure N-1 would require all construction equipment be maintained in proper operating condition and fit with factory standard noise reduction features. Additionally, construction activities associated with the project would comply with Municipal Code Section 8.32.080, *Exemptions and waivers*, which limits construction activities to the hours of 7:00 a.m. to 9:00 p.m. Monday through Friday, 9 a.m. to 9:00 p.m. on Saturdays, and at no time on Sundays and local legal holidays.

Construction activities may also result in varying degrees of temporary ground vibration. As detailed in General Plan EIR Table 4.13-16, *Ground-borne Vibration and Noise from Typical Construction Equipment*, specific vibration levels associated with typical construction equipment are highly dependent on the type of equipment used. Vibration levels dissipate rapidly with distance, such that even maximum impact pile driving activities would result in vibration levels below Caltrans' recommended 0.5 PPV threshold for transient vibration-induced damage in historic, older buildings at a distance of 100 feet; all other activities detailed in General Plan EIR Table 4.13-16 would be below Caltrans' threshold for transient vibration-induced damage in historic, older buildings at a distance of 25 feet. Additionally, project-related construction activities would not utilize pile driving equipment or other high-impact equipment. Thus, no new construction vibration impacts are anticipated.

At project completion, the streetscape improvements would not result in any operational noise. Additionally, the project site is located outside of any airport land use plan area and associated noise contours. Overall, noise impacts would be less than significant. No new impacts have been identified, and no new mitigation measures are required.

### **Mitigation Measures**

The following mitigation measure from the Specific Plan EIR would be applicable to the proposed project.

- N-1            The following measures are required to reduce short-term noise impacts.
- a. During construction phases, the City and its contractors shall maintain all construction equipment in proper operating condition and fit equipment with factory standard noise reduction features. These parties shall also be responsible for coordinating all mitigation measures related to construction noise.
  - b. Contractors hauling dirt shall orient truck routes away from property boundaries abutting existing sensitive land uses.
  - c. Stockpiling and vehicle staging areas shall be located as far as practical from occupied structures.
  - d. The Contractor shall coordinate construction activities so that the noisiest activities occur together to reduce the period of annoyance to surrounding neighbors and the public.

- e. Require noise study for new construction when noise is likely to exceed or be inconsistent with the City’s Noise Ordinance as determined by City’s approval authority.
- f. Vehicle back-up noise indicators shall be turned down to the lowest level permissible by Occupational Safety and Health Administration (OSHA) requirements.
- g. Follow Whittier’s Municipal Code Section 8.32.080 for noise control measures relating to hours of operation for construction activity.

**3.14 POPULATION AND HOUSING**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** The Specific Plan EIR concluded that buildout of the Specific Plan would not exceed either SCAG’s population or household projections for the City of Whittier, or the projected annual growth rate. Likewise, the Specific Plan would not result in population growth which outpaces household growth. The Specific Plan zoning is flexible to accommodate a range of employment opportunities. Buildout of the Specific Plan, assuming one employee per 500 square feet of non-residential space, could generate more than 1,800 jobs. The Specific Plan EIR concluded that anticipated population, housing, and employment growth would not exceed projections established by SCAG. Impacts were determined to be less than significant.

**IS/ND Findings:** The Streetscape Plan is an implementing action of the Specific Plan. The Streetscape Plan would provide design solutions for enhancing the streetscapes of Whittier Uptown in conjunction with the CBD together with a development impact fee funding mechanism. The IS/ND determined that the Streetscape Plan does not increase the allowable density in the Specific Plan area and is not intended or expected to induce population growth directly or indirectly. Further, no existing housing would be displaced as part of the Streetscape Plan. Thus, the Streetscape Plan would not result in the displacement of existing housing. The IS/ND concluded that no impacts would occur with regards to population and housing.

**Proposed Project:**

(a)-(b) The proposed project would improve Greenleaf Avenue from Wardman Street to Hadley Street with streetscape improvements. Anticipated improvements include decorative paving, angled parking spaces, gateway signages, pocket parks, seat walls, and tree and landscape planting throughout. The project does not propose any new residential or non-residential

development nor any extension of roads or other infrastructure in the project area. Thus, the project would not directly or indirectly induce population growth. Further, no residences are located within the project site that could be displaced and necessitate the construction of replacement housing elsewhere. No impacts would occur in this regard, and no new mitigation measures are required.

**Mitigation Measures**

No new mitigation measures are required.

**3.15 PUBLIC SERVICES**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** According to the Specific Plan EIR, implementation of the Specific Plan would result in an increased density of development that could result in increased demand for fire, police, school, parks and recreation, and other public services (i.e., library services). The Specific Plan EIR concluded that upon payment of development impact fees for police, schools, and library services and increase in property tax related to Specific Plan development, impacts to these public services would be less than significant. Buildout of the Specific Plan would increase fire flow demand in the Specific Plan area and thus, implementation of Mitigation Measure PUB-2 would ensure adequate fire flow infrastructure is in place as required by the Los Angeles County Fire Department. Thus, impacts to fire, police, school, and library services were determined to be less than significant.

The Specific Plan EIR concluded that buildout of the Specific Plan would lead to increasing pressure on existing parks and exacerbate the City’s existing deficiency in parkland. Available mitigation is limited to the alteration of the Specific Plan to provide more recreational space. Therefore, impacts were determined to be significant and unavoidable. Pursuant to Public Resources Code Section 21081(a)(1), a statement of overriding considerations was adopted for the Specific Plan.

**IS/ND Findings:** The IS/ND determined that implementation of the Streetscape Plan would not result in direct or indirect induced population growth which could result in increased demand for public services. Further, the IS/ND concluded that compliance with existing regulations (e.g., fire code review) and payment of development impact fees associated with police, school, sewer, transportation, and storm water services would result in less than significant impacts.

**Proposed Project:**

(a)(1)-(a)(5) The proposed project would not result in direct or indirect induced population growth which could result in increased demand for fire, police, school, parks and recreation, or other public services (i.e., library services). Rather, the project would improve Greenleaf Avenue from Wardman Street to Hadley Street with streetscape improvements consistent with the guiding principles and design guidelines of the existing Streetscape Plan and proposed Streetscape Plan Amendment. Specifically, the project proposes decorative paving, angled parking spaces, gateway signages, pocket parks, seat walls, and tree and landscape planting throughout the Greenleaf Avenue corridor; refer to Exhibit 7 through Exhibit 10. As illustrated on Exhibit 11, the project proposes to remove a total of 108 trees within the project site, including 83 ficus trees, 2 sweetshade, 5 crape myrtle, 4 river she-oak, 8 camphor trees, 3 tipu trees, and 3 orchid trees. To replace, the project proposes to plant a total of 118 new trees (84 trees along Greenleaf Avenue and 34 trees in the two proposed pocket parks) and approximately 39,300 square feet of understory landscaping (26,300 square feet along Greenleaf Avenue and 13,000 square feet in the two proposed pocket parks); refer to Exhibit 12. Proposed tree and understory plant palettes were developed based on the Streetscape Plan Amendment and are illustrated on Exhibit 13 and Exhibit 14.

Overall, the proposed project would not result in increased demand for fire, police, school, parks and recreation, and other public services beyond what was analyzed in the IS/ND. Instead, the proposed project would provide two pocket parks, new trees, and landscaping within the project site that would help alleviate the City’s existing parkland deficiency. Therefore, no new impacts are identified, and no new mitigation measures are required.

**Mitigation Measures**

No new mitigation measures are required.

**3.16 RECREATION**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** Recreation impacts associated with the Specific Plan were analyzed in Section 5.7, *Public Services*, of the Specific Plan EIR. The Specific Plan EIR determined that implementation of the Specific Plan would result in significant and unavoidable impacts due to additional demand upon existing park land and would contribute to existing deficiencies in City parkland. Feasible mitigation was determined to be limited because there is little vacant land remaining in the City which could serve recreational needs. Therefore, the Specific Plan EIR found that impacts to recreational facilities were significant and unavoidable. Pursuant to Public Resources Code Section 21081(a)(1), a statement of overriding considerations was adopted for the Specific Plan.

**IS/ND Findings:** The IS/ND determined that the Streetscape Plan would not alter land use regulations related to population density or growth and is not intended to directly or indirectly induce population growth that could result in increased demand for recreational facilities. Additionally, the Streetscape Plan would not necessitate expansion of existing outdoor recreational facilities. Therefore, no adverse physical effect on the environment caused by expansion or construction of outdoor recreational facilities would occur. The IS/ND concluded that less than significant impacts would occur in this regard.

**Proposed Project:**

(a)-(b) The proposed project would not increase the use of existing parkland within the City. Rather, the project would improve Greenleaf Avenue from Wardman Street to Hadley Street with streetscape improvements, including decorative paving, angled parking spaces, gateway signages, pocket parks, seat walls, and tree and landscape planting. A pocket park is proposed on the east side of Greenleaf Avenue between Wardman Street and Philadelphia Street and would include pedestrian paving, seating and ornamental landscaping. Additionally, a second pocket park is proposed on the east side of Greenleaf Avenue between Philadelphia Street to Bailey Street similarly with pedestrian paving, seating and ornamental landscaping; refer to [Exhibit 8](#) and [Exhibit 9](#). The proposed streetscape improvements were contemplated as part of the Streetscape Plan and analyzed in the IS/ND and thus, would not result in an new adverse physical effect on the environment from the construction or expansion of recreational facilities. Overall, no new impacts are identified, and no new mitigation measures are required.

**Mitigation Measures**

No new mitigation measures are required.

### 3.17 TRANSPORTATION

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** The Specific Plan EIR concluded that implementation of the Specific Plan would result in significant and unavoidable impacts at several intersections that exceed level of service thresholds in a manner that could not be fully mitigated. Pursuant to Public Resources Code Section 21081(a)(1), a statement of overriding considerations was adopted for the Specific Plan. Transportation impacts with regards to providing sufficient parking and consistency with the Congestion Management Program were determined to be less than significant.

**IS/ND Findings:** The IS/ND determined that implementation of the Streetscape Plan would not conflict with a program plan, ordinance or policy addressing the circulation system. Additionally, the Streetscape Plan would not encourage or facilitate significant traffic growth; therefore, no significant impacts with regards to vehicle miles traveled would occur. Further, the Streetscape Plan would not create or encourage any hazardous transportation-related design features or incompatible uses and would not result in inadequate emergency access or propose or encourage any specific land uses or developments or transportation network modifications that would have the potential to result in deficient or inadequate emergency access routes. Overall, less than significant transportation impacts would occur.

**Proposed Project:**

(a-d) The proposed project does not change the use, type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. The proposed streetscape improvements along Greenleaf Avenue would include decorative paving, angled parking spaces, gateway signages, pocket parks, seat walls, and tree and landscape planting. It is not anticipated that full road closures would be required for project construction; any closure would be temporary and full roadway access would resume following construction completion. No changes are proposed to the existing circulation system in the project area and thus, the project would not conflict with any program plan, ordinance or policy addressing the circulation system.

Further, no long-term operational impacts regarding vehicle miles traveled would occur given the nature of the project. The streetscape improvements would not generate additional vehicle trips

or vehicle miles traveled. Rather, the streetscape improvements would reduce vehicle miles traveled by reducing parking spaces, enhancing the walkability of the project area, and promoting alternative modes of transportation. The project would improve the pedestrian environment with decorative paving, seating, signage, landscaping, and pocket parks. As such, the proposed project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

Additionally, the proposed improvements would not increase hazards due to a geometric design feature or incompatible uses affecting the circulation system nor would they impede emergency access in the project area. Currently, Greenleaf Avenue is periodically closed for pedestrian-use during special events. Similarly, the proposed retractable bollards would allow the street to be closed for special uses and events and would also allow vehicular flow during regular, non-special event hours. Overall, the proposed project would not result in any new or potentially adverse transportation impacts not previously considered or analyzed in the IS/ND. Thus, no new significant transportation related impacts are identified, and no new mitigation measures are required.

**Mitigation Measures**

No new mitigation measures are required.

**3.18 TRIBAL CULTURAL RESOURCES**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



**Specific Plan EIR Findings:** The Specific Plan EIR did not evaluate impacts on tribal cultural resources as it was not required in the CEQA Guidelines at the time the Specific Plan EIR was prepared in 2008.

**IS/ND Findings:** The Streetscape Plan would involve improvements within the public right-of-way; as such, the IS/ND determined that no historical resources within or adjacent to the project area would be affected.

The IS/ND determined that implementation of the Streetscape Plan would not involve extensive excavation of which significantly affect or destroy any Native American tribal cultural resources. However, the IS/ND stated that while the probability of encountering tribal cultural resource or human remains is low, any occurrence or discovery is subject to existing protections under California law. As such, the IS/ND applied the following standard condition to be applied to contracts for the Streetscape Plan: If any buried cultural materials are encountered during earth-moving operations associated with the project, all work within 50 feet of the discovery should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. Impacts were found to be less than significant.

As part of the Streetscape Plan, the City consulted with the Soboba Band of Luiseño Indians and the Gabrieleno Band of Mission Indians-Kizh Nation pursuant to Assembly Bill (AB) 52. Consultation determined that no mitigation would be required as the Streetscape Plan only involved minimal ground disturbances within existing public right-of-way. The IS/ND found that given the level of previous disturbance within the project site, it was not expected that any tribal cultural resources as defined in Public Resources Code Section 21074 would occur within the project area. No significant adverse impacts were identified or anticipated, and no mitigation measures were required.

### **Proposed Project:**

(a)(1)-(a)(2) The proposed project would occur within the public right-of-way of Greenleaf Avenue. While construction is similarly not anticipated to encounter tribal cultural resources with minimal excavation activities, the standard condition regarding the discovery of a cultural resource during earthmoving activities which was included in the IS/ND would also be applied to the proposed project. Specifically, if any buried cultural materials are encountered during earth-moving operations associated with the project, all work within 50 feet of the discovery would be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

Additionally, AB 52 tribal consultation was conducted as part of the IS/ND. Given that the proposed project would be located within the same project area as analyzed in the IS/ND, the proposed project would similarly have a less than significant impact on tribal cultural resources. No new impacts have been identified and no new mitigation measures are required.

### **Mitigation Measures**

No new mitigation measures are required.

### 3.19 UTILITIES AND SERVICE SYSTEMS

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

**Specific Plan EIR Findings:** According to the Specific Plan EIR, implementation of the Specific Plan would generate additional wastewater flow, increase demand for wastewater treatment, require alterations of the existing water distribution system, and increase demand for water, power, and gas. Nonetheless, upon compliance with existing regulations and implementation of proposed utility improvements within the Specific Plan area, existing utilities and infrastructure systems would be able to accommodate development associated with the Specific Plan. Impacts were determined to be less than significant in this regard.

**IS/ND Findings:** The IS/ND determined that the Streetscape Plan would not be expected to place an undue burden on any utility or service system. The Streetscape Plan area is an urbanized setting with all utilities and services fully in place. Future demands for utilities and service systems have been anticipated in the General Plan goals, policies and programs for future growth. Impacts were determined to be less than significant.

**Proposed Project:**

(a)-(e) The proposed project does not change the use, type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. The streetscape improvements would not directly result in population growth that could increase demand on utilities and service systems, including demand for water, wastewater treatment, stormwater drainage, electricity, natural gas, telecommunications, or solid waste services. Therefore, no new

impacts have been identified and no new mitigation measures are required for the proposed project.

**Mitigation Measures**

No new mitigation measures are required.

**3.20 WILDFIRE**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Specific Plan EIR Findings:** The Specific Plan EIR did not evaluate wildfire impacts as it was not required in the CEQA Guidelines at the time the Specific Plan EIR was prepared in 2008.

**IS/ND Findings:** The IS/ND determined that the project site is located within an urbanized area of the City and is not located within a fire hazard zone nor does the project site contain wildland conditions, as identified by the latest Fire Hazard Severity Zone maps at the time. Further, the project site would not be expected to impair emergency plans, exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. The Streetscape Plan would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may result temporary or ongoing impacts to the environment. The Streetscape Plan would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The project area is relatively flat and characterized with slopes that are not high (less than 10 percent) or steep. Therefore, impacts would be less than significant, and no mitigation is required.

**Proposed Project:**

(a)-(d) As stated, the IS/ND determined that the project site is located within an urbanized area of the City and is not located within a fire hazard zone. Therefore, no new wildfire impacts would occur, and no new mitigation measures are required for the proposed project.

**Mitigation Measures**

No new mitigation measures are required.

**3.21 MANDATORY FINDINGS OF SIGNIFICANCE**

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(a) As analyzed above, the proposed project would not result in any new impacts to biological, cultural, or paleontological resources, and previous mitigation measures remain feasible to minimize impacts. The project site is entirely built out and urbanized and lacks natural habitat for sensitive or special-status biological resources. Further, the project would involve minimal excavation activities for the proposed streetscape improvements and thus, would not adversely impact cultural resources beyond what was analyzed in the Specific Plan EIR and IS/ND. Overall, the project would not change the type, scale, or intensity of development previously contemplated in the Specific Plan or Streetscape Plan. As such, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. No new impacts are identified, and no new mitigation measures are required.

(b) As analyzed above, the project would not have new impacts or substantially increase impacts, and previous mitigation measures from the Specific Plan EIR and IS/ND remain feasible to minimize impacts. The Specific Plan EIR found that Specific Plan buildout would have less than significant

impacts to all environmental topical areas except for air quality, cultural resources, geology and soils, noise, public services, transportation; the IS/ND found that Streetscape Plan buildout would result in less than significant impacts to all environmental topical areas and that no new mitigation was required.

The proposed project is consistent with the previous analyses. The proposed project would improve Greenleaf Avenue from Wardman Street to Hadley Street with streetscape improvements consistent with the guiding principles and design guidelines of the existing Streetscape Plan and proposed Streetscape Plan Amendment; buildout would occur within the Specific Plan area analyzed in the Specific Plan EIR. Additionally, the proposed project does not change the type, scale, or intensity of development contemplated in the Streetscape Plan and previously analyzed in the IS/ND. Thus, the project would not introduce any new cumulative impacts not previously identified in the Specific Plan EIR or IS/ND. No new impacts are identified, and no new mitigation measures are required.

(c) As analyzed in response to Thresholds 3.21(a) and 3.21(b), the project would not result in any new impacts or substantially increase impacts. Previous mitigation measures required in the Specific Plan EIR and referenced in the IS/ND remain feasible to minimize project impacts.

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## **4.0 DETERMINATION/ADDENDUM CONCLUSION**

As detailed in the analysis presented above, this Addendum supports the conclusion that the changes to the previously analyzed project considered in the IS/ND constitute minor or technical changes and do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. No new information has become available and no substantial changes to the circumstances under which the project was being undertaken since the adoption of the IS/ND occurred.

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## **5.0 REFERENCES**

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