

**Responses to Comments
Initial Study/Mitigated Negative Declaration
for
OC Loop Segments O, P, and Q Coyote Creek
Bikeway Project (PP-18-145)**

SCH # 2020110244



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1.0 INTRODUCTION

This Responses to Comments (RTC) document, in conjunction with the Draft Initial Study/Mitigated Negative Declaration (IS/MND) responds to comments on the proposed OC Loop Segments O, P, and Q Coyote Creek Bikeway Project (project). While the State of California Environmental Quality Act (CEQA) Guidelines do not require a final initial study or the preparation of formal responses to comments received during the public review period for an Initial Study/Mitigated Negative Declaration,¹ the County of Orange (County) is making available responses to the comments received during the public review process, to provide further disclosure about the proposed project consistent with Section 11.7 of the 2020 Local CEQA Procedures Manual.

1.1 Background of Environmental Review Process for the Project

The IS/MND, along with a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI, See Attachment A), was released for initial public and agency review on November 13, 2020, with a 32-day review period ending on December 15, 2020. Documents were also uploaded to the State Clearinghouse Website (SCH Number 2020110244).

The Initial NOI was also posted at the Orange County Clerk-Recorder on November 16, 2020 (see **Attachment B**), and copies of the IS/MND were made available for review at the following locations:

- County of Orange, 601 N. Ross Street, Santa Ana, CA 92701
- County of Orange website at: <https://ocds.ocpublicworks.com/service-areas/oc-development-services/planning-development/current-projects/4th-district/oc-loop>

The Orange County Register Proof of Publication and Tear Sheet (dated November 15, 2020) is provided as **Attachments C**.

A hard copy of the NOI was mailed to:

- 636 Residents and property owners, located within 500 feet of the project site.

A hard copy of the NOI was sent via certified mail (see **Attachment A**) on November 13, 2020, to the following:

- ABC Unified School District
- Buena Park School District
- Norwalk-La Mirada Unified School District
- Southern California Gas Company
- City of Cerritos Public Works
- City of Buena Park Public Works
- City of La Mirada Public Works
- Buena Park Police Department
- LA County Flood Control District Land Development Division
- Edison International
- Southern California Association of Governments

1 CEQA only requires the lead agency to respond to comments that are received in response to an environmental impact report (Title 14, California Code of Regulations, § 15088, Evaluation of and Response to Comments).

- Los Angeles County Metropolitan Transportation Authority (Metro)
- Metropolitan Water District of Southern California
- South Coast Air Quality Management District
- US Army Corps of Engineers
- Federal Highway Administration
- Orange County Clerk/Recorder
- Los Angeles County Clerk/Recorder
- Santa Ana Regional Water Quality Control Board
- County of Orange Waste & Recycling
- County of Orange Development Services
- Orange County Parks
- Orange County Flood Control District
- LA County Sheriff's Department
- LA County Department of Regional Planning
- LA County Fire Department
- Metrolink
- Union Pacific Railroad
- Burlington Northern Santa Fe Railway
- Orange County Sanitation District
- Kinder-Morgan
- Orange County Water District
- US Navy
- Orange County Transportation Authority
- Orange County Fire Authority
- Orange County Sheriff's Department

A hard copy of the NOI was sent via certified mail to the Native American Indian Tribes listed below.

- Gabrieleno Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe
- Gabrielino Tongva Indians of California Tribal Council

Attachment E1 is a letter sent to the Native American Heritage Commission as part of the Phase I Cultural Resources Report. **Attachment E2** is a response Letter from the Native American Heritage Commission. **Attachment E3** contains letters sent to the Native American Tribes as part of the Phase I Cultural Resources Report.

1.2 Tribal Consultation

As part of AB 52 Consultation, the County sent consultation requests on May 20, 2020 to the following tribes:

- Fernandeño Tataviam Band of Mission Indians
- Gabrieleño Band of Mission Indians – Kizh Nation
- Juaneño Band of Mission Indians
- San Gabriel Band of Mission Indians

- San Manuel Band of Mission Indians
- Soboba Band of Luiseño Indians
- Tejon Indian Tribe

Copies of AB 52 Tribal Consultation Letters from the County of Orange to the Native American Tribes are included as **Attachment F**. No tribes have requested government-to-government consultation per AB 52.

1.3 Recirculation of IS/MND

The IS/MND was recirculated to accommodate limited project configuration adjustments at four bikeway crossing locations resulting from regulatory pre-engineering review comments by the California Public Utilities Commission/railroads and the US Army Corps of Engineers, received outside of the CEQA environmental process.

The recirculated Notice of Intent to Adopt a Mitigated Negative Declaration (NOI, see **Attachment G**), was released for public and agency review on August 13, 2021, with a 32-day review period ending on September 13, 2021.

The Recirculated NOI was also posted at the Orange County Clerk-Recorder on August 13, 2021 (see **Attachment G County Clerk - recorder stamp**), and copies of the IS/MND were made available for review at the following locations:

- County of Orange, 601 N. Ross Street, Santa Ana, CA 92701
- County of Orange website at: <https://ocds.ocpublicworks.com/service-areas/oc-development-services/planning-development/current-projects/4th-district/oc-loop>

The Orange County Register Proof of Publication and Tear Sheet (dated August 16, 2021) is provided as **Attachment H**.

A hard copy of the recirculated NOI was mailed to the same 636 private property owners as in the initial IS/MND. The NOI was again provided to the Native American Tribes, some by certified letters (See receipts in **Attachment I**). Letters were sent to the same agencies as in the Initial IS/MND circulation, as well as to the California Department of Fish and Wildlife, the LA County Flood Control District and LA County Public Works. In addition, the recirculated IS/MND was uploaded to the State Clearinghouse website (SCH Number 2020110244).

1.4 Combined Responses to Comments

This document provides a combined response to public comments received on the IS/MND in **Section 2.0** for both the initial and **Section 3.0** for the recirculated documents. All Public Comment Letters for both circulations are provided in **Attachment J**.

1.5 Intended Uses of this IS/MND

The IS/MND will be used by the County in considering approval of the proposed project. In accordance with CEQA Guidelines § 15074, the IS/MND will be used as the environmental document in consideration of all subsequent planning and permitting actions associated with the proposed project, to the extent such actions require CEQA compliance and as otherwise permitted under applicable law.

15074. CONSIDERATION AND ADOPTION OF A NEGATIVE DECLARATION OR MITIGATED NEGATIVE DECLARATION.

- (a) Any advisory body of a public agency making a recommendation to the decision-making body shall consider the proposed negative declaration or mitigated negative declaration before making its recommendation.*
- (b) Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.*
- (c) When adopting a negative declaration or mitigated negative declaration, the lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.*
- (d) When adopting a mitigated negative declaration, the lead agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to mitigate or avoid significant environmental effects.*
- (e) A lead agency shall not adopt a negative declaration or mitigated negative declaration for a project within the boundaries of a comprehensive airport land use plan or, if a comprehensive airport land use plan has not been adopted, for a project within two nautical miles of a public airport or public use airport, without first considering whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.*
- (f) When a non-elected official or decision-making body of a local lead agency adopts a negative declaration or mitigated negative declaration, that adoption may be appealed to the agency's elected decision-making body, if one exists. For example, adoption of a negative declaration for a project by a city's planning commission may be appealed to the city council. A local lead agency may establish procedures governing such appeals.*

Upon review and consideration of the IS/MND, the County may take action to adopt, revise, or reject the proposed project. A decision to approve the proposed project would be made in a resolution recommending certification of the IS/MND as part of the consideration of the proposed project. The County has prepared this IS/MND and has determined that the environmental impacts of the proposed project have been reduced to a less than significant level through mitigation measures.

2.0 PUBLIC COMMENT LETTERS/RESPONSES FROM INITIAL IS/MND CIRCULATION (NOV 2020)

The following agencies submitted written comments on the IS/MND, during the public review period. No comment letters were received from private businesses or individuals. The comment letters are provided in **Attachment J** of this document and the individual comments are identified in each comment letter.

Letter	Agency	Date
Letter A	California Department of Fish and Wildlife	December 2, 2020
Comment A-1	The California Department of Fish and Wildlife (CDFW) has reviewed the Initial Study and Mitigated Negative Declaration (IS/MND) dated November 2020, for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project. CDFW is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA; §§ 15386 and 15281, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (Fish and Game Code § 2050 et seq.) and other sections of the Fish and Game Code (1600 et seq.). CDFW also administers the Natural Community Conservation Planning (NCCP) program.	
Response A-1	. The comment acknowledges the Department's review of the IS/MND. No specific comments on the contents of the IS/MND were provided. No changes to the IS/MND are required as a result of this comment.	
Comment A-2	Mitigation Measure BIO-1 (MM BIO-1) indicates that, "[t]he biological monitor may use an object to "steer" the animal away from the project site, such as a snake stick or piece of plywood. For nesting birds or roosting bats, buffers will be established, as detailed in MM BIO-5 and MM BIO-7. The biological monitor may collect and relocate nonspecial-status species outside of the work area where it will not be harmed."	
Response A-2	This comment re-states a portion of Mitigation Measure BIO-1 from the IS/MND. No changes to MM BIO-1 are warranted as a result of this comment.	
Comment A-3	The CDFW currently implements its authority to issue permits for the take or possession of wildlife, including mammals, birds, and the nests and eggs thereof, reptiles, and amphibians, fish, certain plants, and invertebrates for scientific, educational, and propagation purposes through Section 650, Title 14, California Code of Regulations, by issuing Scientific Collecting Permits. If wildlife is to be physically touched and/or moved, the on site biologist should be required to obtain, as applicable, a Scientific Collecting Permit (SCP). A Species Relocation Plan may be appropriate to establish protocol for relocation of wildlife, including guidelines for the SCP-holding biologist to capture unharmed and release found species in appropriate habitat an adequate distance from the project site, unless they are a Federally and/or State-listed species in which coordination and direction from USFWS and/or CDFW, respectively, shall be required.	
Response A-3	The comment describes the Department's authority regarding permit issuance. No specific comments on the contents of the IS/MND were provided. No changes to the IS/MND are required as a result of this comment. The project would comply with all required regulations regarding species handling.	
Comment A-4	Additionally, Mitigation Measure BIO-5 (MM BIO-5) indicates that nesting bird surveys will be completed within seven days prior to activities if work occurs during nesting bird season. To adequately identify nesting bird presence in the Project area, surveys should be conducted no more than three days prior to ground disturbance, vegetation removal, or construction activities. We recommend that the second bullet point in MM BIO-5 be amended to read as follows (changes in <u>underline</u> and striketrough):	

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	<p>"If project activities that will remove or disturb potential nest sites cannot be avoided during January 31 through September 15, a qualified biologist will conduct a pre-construction survey for breeding bird activity or active nests within the limits of project disturbance <u>no more than three</u> up to seven days prior to mobilization, staging and other disturbances. A lapse of no more than seven-three days should occur between nesting bird surveys."</p>	
Response A-4	Refer to Section 3.0 - Errata of this document, which shows the updates made to Mitigation Measure BIO-5 responsive to this comment. This update is also reflected in the Final Mitigation Monitoring and Reporting Program at the end of this document.	
Comment A-5	We appreciate the opportunity to comment on the IS/MND for this project. Should you have any questions pertaining to biological resources or regarding this email, please contact CDFW for additional coordination.	
Response A-5	The comment concludes the Department's comments. No specific comments on the contents of the IS/MND were provided. No changes to the IS/MND are required as a result of this comment.	
Letter B	Orange County Fire Authority	December 9, 2020
Comment B-1:	<p>Thank you for the opportunity to review the subject document. The Orange County Fire Authority (OCFA) provides fire protection and emergency medical services response to a good portion of the project area. Services include: structural fire protection, emergency medical and rescue services, education and hazardous material response. OCFA also participates in disaster planning as it relates to emergency operations, which includes high occupant areas and schools sites and may participate in community disaster drills planned by others. Resources are deployed based upon a regional service delivery system, assigning personnel and equipment to emergency incidents without regard to jurisdictional boundaries. The equipment used by the department has the versatility to respond to both urban and wildland areas.</p> <p>We have no comments regarding the subject document.</p> <p>Thank you for providing us with this information. Please contact me at 714-573-6253 if you have any questions.</p>	
Response B-1:	The comment describes the services that the Department review provides. No specific comments on the contents of the IS/MND were provided. No changes to the IS/MND are required as a result of this comment.	
C	California Department of Transportation (Caltrans)	December 15, 2020
Comment C-1	<p>Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration (MND) for the proposed OC Loop OC Loop Segments O, P, and Q Coyote Creek Bikeway Project. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.</p> <p>The project proposes to close an existing bikeway gap in the OC Loop and provide improvements to safety and access. The project is located on Coyote Creek near the Los Angeles County and Orange County border. Nearby Caltrans</p>	

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	facilities include Interstate 5 (I-5). Caltrans District 12 is a responsible agency and has made the following comments in coordination with Caltrans District 7:	
Response C-1	The comment acknowledges the Department's review of the IS/MND. No specific comments on the contents of the IS/MND were provided. No changes to the IS/MND are required as a result of this comment.	
Comment C-2	Transportation Planning: 1. Caltrans concurs that since this is an active transportation project, it can be presumed to have a less-than-significant Vehicle Miles Traveled (VMT) impact, per the State of California, Governor's Office of Planning and Research, Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018).	
Response C-2	This comment states that Caltrans agrees that it can be presumed that this project would have a less than significant VMT impact due to the nature of the project as an active transportation project. No changes to the IS/MND are warranted as a result of this comment.	
Comment C-3	2. Caltrans has the following comments regarding bicycle/pedestrian safety and accessibility: <ul style="list-style-type: none"> • Reduce frontages, walls, or obstructions at the ingress and egress driveway(s) on Trojan Way that could block the visibility of approaching pedestrians, bicyclists, or motorists. • For at-grade crossings on OC Loop segments, consider implementing optical or loop detection for approaching bicyclists and pedestrians, push buttons for pedestrians, confirmation lights for bicyclists when waiting for signals, or countdown timers until signals turn green for bicyclists and pedestrians. • At locations where the OC Loop is adjacent to or intersects with driveways, ramps, or streets, place warning signage (per MUTCD guidelines) to alert drivers that bicyclists and pedestrians are present. • Consider placement of emergency call boxes or other types of safety provisions (e.g. cameras) in locations that are more distant from multiple access points. • Consider installing solar LED trail lighting where existing lighting from other nearby sources may be too dim for bicyclists and pedestrians, in order to increase user comfort and trail usage. • Install lighting beneath every bridge and undercrossing, especially in the industrial OC Loop segments O and P. Other undercrossing areas to install lighting include Artesia Boulevard, I-5, and the UPRR undercrossing/overcrossing. • Exterior lighting should be shielded and conform with standard "dark sky" guidelines. Lighting should not cause glares for pedestrians and bicyclists. • Consider an alternative to the pedestrian/cyclist truss bridge. If the pedestrian/cyclist truss bridge over UPRR in Segment P is selected as an alternative, Caltrans recommends designing the bridge to accommodate users of all ages and abilities, including cyclists, pedestrians, and ADA-reliant users. <ul style="list-style-type: none"> ➤ The minimum slope of 9.6% may be difficult for Active Transportation users to traverse; therefore, careful consideration is recommended before selecting the alternative and during development of the bridge design. According to FHWA, "pedestrian overpasses... must include ramps 	

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	that do not exceed 1:12 grade.” More information may be found here: https://www.fhwa.dot.gov/programadmin/pedestrians.cfm	
Response C-3	<ul style="list-style-type: none"> • This comment recommends the reduction of frontages, walls, or obstructions at the ingress and egress driveway(s) on Trojan Way that could block the visibility of approaching pedestrians, bicyclists, or motorists. The project applicant has designed the project in a way to reduce obstructions and other design elements that could block visibility. • This comment states that for at-grade crossings on OC Loop segments, the applicant consider implementing optical or loop detection for approaching bicyclists and pedestrians, push buttons for pedestrians, confirmation lights for bicyclists when waiting for signals, or countdown timers until signals turn green for bicyclists and pedestrians. The project applicant will take this into consideration. • This comment states that at locations where the OC Loop is adjacent to or intersects with driveways, ramps, or streets, place warning signage (per MUTCD guidelines) to alert drivers that bicyclists and pedestrians are present. MUTCD Guidelines will be followed. • This comment asks the applicant to consider placement of emergency call boxes or other types of safety provisions (e.g. cameras) in locations that are more distant from multiple access points. The addition of emergency call boxes or other safety provisions will be considered by the County of Orange. • Consider installing solar LED trail lighting where existing lighting from other nearby sources may be too dim for bicyclists and pedestrians, in order to increase user comfort and trail usage. • Install lighting beneath every bridge and undercrossing, especially in the industrial OC Loop segments O and P. Other undercrossing areas to install lighting include Artesia Boulevard, I-5, and the UPRR undercrossing/overcrossing. • Exterior lighting should be shielded and conform with standard “dark sky” guidelines. Lighting should not cause glares for pedestrians and bicyclists. In response to the three lighting comments directly above, the only lighting associated with the proposed project for the approximately 200 feet of bikeway under North and South Firestone Boulevard and the I-5 and the two railroad underpasses. The project does not propose any trail lighting. • This comment asks the applicant to consider an alternative to the pedestrian/cyclist truss bridge. If the pedestrian/cyclist truss bridge over UPRR in Segment P is selected as an alternative, Caltrans recommends designing the bridge to accommodate users of all ages and abilities, including cyclists, pedestrians, and ADA-reliant users. This comment is noted and all additional alternative crossings have been presented in the re-circulated IS/MND document for this project. 	

Letter	Agency	Date
	These comments are noted No changes to the IS/MND are warranted as a result of these comments.	
Comment C-4	<p>3. Caltrans has the following comments regarding wayfinding signage:</p> <ul style="list-style-type: none"> • Consider adding wayfinding signage at crossings, as well as at the entrances & exits of the trail. • Consider providing clear wayfinding signage/guidance at the La Mirada Boulevard detour. • Consider adding mile markers and wayfinding signage along the trail. Implement signage along the trail as markers of physical activity (such as ¼ mile or ½ mile markers). Signage should also be informational to highlight the rider's connectivity to nearby destinations; informing the community of its use as a viable route to community locations. 	
Response C-4	<ul style="list-style-type: none"> • This comment asks the applicant to consider adding wayfinding signage at crossings, as well as at the entrances & exits of the trail. As detailed in Section 3.0, Project Description, of the IS/MND, only standard and minimal bike signage and location maps conforming to OC Parks signage codes and criteria are required. • This comment asks the applicant to consider providing clear wayfinding signage/guidance at the La Mirada Boulevard detour. This comment is noted. Only standard and minimal bike signage and location maps conforming to OC Parks signage codes and criteria are required. • This comment asks the applicant to consider adding mile markers and wayfinding signage along the trail. Implement signage along the trail as markers of physical activity (such as ¼ mile or ½ mile markers). Signage should also be informational to highlight the rider's connectivity to nearby destinations; informing the community of its use as a viable route to community locations. This comment is noted. Only standard and minimal bike signage and location maps conforming to OC Parks signage codes and criteria are required. <p>No changes to the IS/MND are warranted as a result of these comments.</p>	
Comment C-5	<p>4. Caltrans has the following comments regarding coordination efforts:</p> <ul style="list-style-type: none"> • Ensure that a maintenance agreement is in place with appropriate jurisdictions, including railroad agencies, to remove graffiti as well as address pavement and other safety issues along the OC Loop. Failure to address these issues could present public perception issues that may impact usage and will be more difficult to address later. • Encourage nearby cities to adopt complete streets policies to better connect neighborhoods to the trail/channel and prioritize connectivity to the channel from local schools and other public gathering spaces. • Collaborate with Safe Routes to School, Watch D.O.G.S., PTSA and/or other related programs at nearby schools to determine how student routes can be shifted on to the OC Loop. Another discussion item could be installing volunteers during school commuting hours along the route, which would increase safety for schoolchildren as well as utilization of the OC loop. 	

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Response C-5	The comment provides recommendations regarding coordination efforts for the proposed project. No specific comments on the contents of the IS/MND were provided. No changes to the IS/MND are required as a result of this comment.	
Comment C-6	5. Consider installing water fountains, benches, and trash receptacles (that are maintained) at reasonably distanced intervals, to provide comfort to trail users.	
Response C-6	Water fountains, benches and trash receptacles are not a part of the project. No changes to the IS/MND are warranted as a result of this comment.	
Comment C-7	6. Caltrans supports this project, as it promotes the use of Active Transportation and improves regional connectivity by closing a gap in the OC Loop. We encourage the design of Active Transportation facilities that include high-quality pedestrian and bicycle infrastructure that are safe and comfortable for users of all ages and abilities. These improvements also improve air quality and public health, reduce congestion and VMT, promote improved first-/last-mile connections, and increase safety for all modes of transportation.	
Response C-7	This comment states Caltrans' support of the proposed project.	
Comment C-8	7. Caltrans supports the preparation of a construction management plan, as detailed in mitigation measure TRANS-1, which will reduce the potential for disruptions to existing pedestrian facilities during the project construction phase. If construction traffic is expected to cause delays on State facilities, please submit the construction management plan detailing these delays for Caltrans' review.	
Response C-8	If construction traffic is expected to cause delays on State facilities the County of Orange will submit the construction management plan detailing these delays to Caltrans for review. No changes to the IS/MND are warranted as a result of this comment.	
Comment C-9	8. Caltrans also supports scheduling construction truck traffic and employee shifts to avoid creating trips during the peak traffic periods.	
Response C-9	No changes to the IS/MND are warranted as a result of this comment.	
Comment C-10	<p>Maintenance:</p> <p>9. Should any planting be done along the trail, consider avoiding the use of plants that may easily become overgrown and encroach into the cyclist & pedestrian path of travel.</p> <p>10. At locations where plantings can be undertaken adjacent to or in open areas nearby OC Loop segments, please consider using drought tolerant landscaping and shade trees.</p> <p>11. Consider using fencing made of a graffiti-resistant material/coating that will make graffiti minimally visible to trail users. Install fencing higher than five feet.</p>	
Response C-10	As detailed on page 3-13 of the IS/MND, "Other than an existing 280-foot-long by about 20-foot-wide strip of landscaping on both sides of La Mirada Boulevard, no other existing landscaping would be removed. No new or replacement landscaping is proposed (unless desired by landowner/or	

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	required by the City at La Mirada Boulevard) as part of this project.” No plantings will be installed along the trail. Page 3-7 of the IS/MND states: “...fencing may be installed along the entire 2.7 miles of new bikeway if necessary. The location of the fencing (either on one or both sides of the bikeway) would be determined later in the design process.” Page 3-4 of the IS/MND states: “Chain link or wire fencing would be provided where safety dictates, on one or both sides of the bikeway.” This comment is noted. No changes to the IS/MND are warranted as a result of this comment.	
Comment C-11	NPDES/Stormwater: 12. When possible, reduce the Effective Impervious Area in the watershed. Consider capture methods for stormwater and dry-weather runoff in the watersheds and along the tributaries that drain surface water/groundwater into the Channel.	
Response C-11	This comment is noted. No changes to the IS/MND are warranted as a result of this comment.	
Comment C-12	Permits: 13. Any project work proposed in the vicinity of the State ROW would require an encroachment permit and all environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans’s requirements for work done within State ROW, additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to meet requirements for any work within or near State ROW. For specific details for the Encroachment Permits procedure, please refer to the Caltrans’s Encroachment Permits Manual at: http://www.dot.ca.gov/hq/traffops/developserv/permits/	
Response C-12	This comment is noted. The project would obtain all necessary permits, including encroachment permits, if warranted for work done within or in the vicinity of the State ROW. No changes to the IS/MND are warranted as a result of this comment.	
Comment C-13	Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Jude Miranda at (657) 328-6229 or Jude.Miranda@dot.ca.gov .	
Response C-13	This comment asks to be informed about the proposed project and any future developments that could potentially impact State transportation facilities. This comment is noted.	
D	City of Cerritos	December 14, 2020
The comment letter from the City of Cerritos asks the County to consider what the City feels are potential impacts of a proposed bridge associated with Segment O of the Project, connecting two sides of an existing flood control channel. The City of Cerritos is concerned that the bridge could result in aesthetic, noise and land use consistency impacts to four residences located just adjacent to the project bridge. It should be noted that the side of the flood channel directly adjacent to residential development already has existing bike trail uses. Moreover, while one side of the channel is adjacent to residential development, the other side is occupied with industrial uses, see MND Figure 3.3-2.]. There are no public views, scenic vistas or scenic resources associated with the Segment O and the proposed location of the bridge, and there is no conflict with any		

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applicable zoning or other regulations governing scenic quality in this project area, because, as stated on page 4.1-7 of the MND, the City does not have any such regulations applicable to the proposed Project area. However, to address the City's concerns, the following project changes and other measures are proposed in response to the comments from the City of Cerritos:		
Comment D-1	Thank you for providing the City of Cerritos with an opportunity to review and comment on the Initial Study and Mitigated Negative Declaration ("IS/MND") for the proposed OC Loop Segments O, P, and Q Coyote Creek Bikeway Project. While the IS/MND provides a comprehensive review of OC Loop segments extending from the City of Cerritos to the City of La Mirada, the City of Cerritos would like to take this opportunity to provide comments specifically related to the southern terminus, Segment O, located adjacent to sensitive residential uses within the boundaries of the City of Cerritos.	
Response D-1	. The comment acknowledges the Department's review of the IS/MND. No specific comments on the contents of the IS/MND were provided. No changes to the IS/MND are required as a result of this comment.	
Comment D-2	The City of Cerritos has reviewed the draft IS/MND and hereby expresses its concerns and requests additional mitigation measures related to potential impacts to City of Cerritos residentially zoned properties, including the properties located at 17818 Vierra Avenue (APN 7022-022-004), 17824 Vierra Avenue (APN 7022-022-005), 17830 Vierra Avenue (APN 7022-022-006) and 17834 Vierra Avenue (APN 7022-022-007) ("adjacent residential properties"), which are directly adjacent to the proposed OC Loop prefabricated truss bridge in Segment O. We respectfully submit the following comments related to the subject bridge for review and consideration by OC Public Works as part of the IS/MND public comment period:	
Response D-2	This comment is noted.	
Comment D-3	1. Truss Structure Height. While the City of Cerritos has no objections to the proposed modified bowstring bridge style, the City of Cerritos would like to express its concerns regarding the visual impacts to adjacent residential properties resulting from the height of the proposed prefabricated truss bridge structure. The City of Cerritos requests that the bridge be designed with the lowest possible overall design profile, in order to result in the least visual impact to the adjacent residential properties. In order to accomplish this, the City of Cerritos requests that the heights of all bridge alternatives, as identified in Appendix A4, and their respective visual impacts to the adjacent residential properties be assessed as a potential Aesthetic impact in the IS/MND, and that the bridge structure with the least overall height be selected as the preferred option.	
Response D-3	<p>The bridge height can be reduced to approximately 6 feet (above top/channel) to reduce/eliminate visual impacts. A visual evaluation has been prepared. It is noted that the residents have a 6 foot block wall in their back yards from their perspective and some currently have wall extensions in place. It is also noted that the visual landscape is a flood control channel and industrial area east of the bikeway.</p> <p>Although the recreational bridge is an attractive addition to the existing flood control channel, the County wishes to be responsive to the City's concerns regarding scenic quality. Accordingly, the bridge height will be reduced to</p>	

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	nominally 6 feet (above the bikeway/channel top) to reduce/eliminate views of the bridge from residential areas. Lower heights could be unsafe. It is noted that the four residents noted in the correspondence abutting the channel have approximately 6'-8' walls in their back yards, some currently having wall/hedge extensions in place. It is also noted that the current private visual landscape, from the resident's perspective, is of an existing concrete flood control channel and industrial buildings east of the bikeway, and the proposed project-related bridge is not inconsistent in appearance or in existing use for recreation purposes.	
Comment D-4	<p>2. Bridge Material and Finish. Pursuant to IS/MND Section 3.3 .1, the proposed bridge will be made of steel and will be designed to have a rust patina ("weathered steel" look) (Page 3-7, IS/MND). In order to remain consistent with the aesthetic and design standards that all City of Cerritos residents, property owners, business owners, and contractors are held accountable to, the City of Cerritos does not support the proposed weathered steel (or Carten) exterior finish for the bridge. The resulting rust patina would be inconsistent with the surrounding neighborhood and with the City of Cerritos' aesthetic and design standards.</p> <p>In order to ensure aesthetic consistency with the adjacent surrounding neighborhood, the City of Cerritos requests that the bridge be painted in one (1) uniform neutral color, such as light gray or light beige. As such, the City of Cerritos requests that that this alternative for the bridge finish be addressed as a potential Aesthetic impact in the IS/MND. As noted in Table 4 .1-1 of the IS/MND, Goal LU-6 of the Cerritos General Plan calls for avoiding incompatible uses that detract from the aesthetics of the community (Page 4.1-7, IS/MND). It is for this reason that the City requests that the bridge be painted one neutral color, and that such material and finish be incorporated for consideration in the Aesthetic section of the IS/MND to ensure compatibility with adjacent residential properties.</p>	
Response D-4	<p>As discussed with the City, painted surfaces are problematic. They attract graffiti which is an aesthetic and maintenance problem. Periodic chipping and repainting of the bridge surface over a waterway is also an environmental hazard, which is very costly to mitigate for the taxpayers, (estimated at one hundred thousand dollars.). Constructing a concrete bridge in the flood control channel would require a pier in the center of the channel, reducing flood control flow, and is environmentally less advantageous to construct. It is also considerably more expensive to the taxpayers and subject to graffiti as well. While a Corten weathered steel bridge may not be a consistent finish with other bridges in the City of Cerritos, it is consistent with nearly all flood control channel bikeway bridges used by cyclists on the OC loop and is the designated finish for the second bridge in this project nearby in Buena Park. These bridges are seldom the victim of graffiti attacks. Multiple examples in Irvine and Sedona were provided.</p> <p>As an environmentally friendly alternative, a galvanized steel bridge can also be constructed and is a neutral color, almost sky colored with generally identical environmental and cost advantages. A sample was provided for the San Diego Creek crossing at Barbers Park in Irvine. This comment requests that</p>	

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	<p>the bridge be painted in one uniform neutral color such as light grey or beige. The comment states that doing so would make the bridge more consistent with the surrounding neighborhood and with the City of Cerritos' aesthetic and design standards. This change in color can be added as a condition of approval by the County of Orange for the proposed project. The change in bridge color to make it fit better in with its surroundings does not need to be analyzed as a potential aesthetic impact in the IS/MND as the comment asserts. Changing the color of the bridge to better match the project's surroundings would not result in a significant aesthetic impact and would maintain the less than significant aesthetic impacts analyzed in the IS/MND.</p> <p>As discussed with the City Directors of Public Works and Community Development on 2-9-2021, painted surfaces attract graffiti which is an aesthetic and maintenance issue. In addition, periodic chipping and repainting of the bridge surface over a waterway is also an environmental hazard, which is very costly to mitigate for the taxpayers, (\$100k est.), and may result in negative aesthetic impacts associated with a dilapidated look. After discussion and viewing Corten Steel bridges used in Irvine and Sedona with the Directors of Public Works and Community Development, the Corten Steel finish was found acceptable to avoid the reasons noted above for painted surface bridges. No changes to the IS/MND are warranted as a result of this comment.</p>	
Comment D-5	<p>3. Bikeway Deck Sound Attenuation. As indicated in Appendix A4, the proposed bikeway deck will be constructed using timber/wood materials. As the proposed prefabricated truss bridge for the southern terminus of the OC Loop (Segment 0) abuts sensitive residential uses, the City of Cerritos is requesting that the bridge deck be designed with sound attenuation construction methods such that noise impacts from the timber deck materials are minimized. The City is concerned that the noise from bikes traversing the proposed timber deck, caused by the potential rattling of timber boards against the metal structure anticipated over time, as weathering occurs and as fasteners are loosened due to wood expansion and/or contraction, will result in noise impacts to the City of Cerritos' adjacent residential properties. Thus, the City of Cerritos is requesting that the bridge deck construction include some form of insulation material designed to absorb the potential sound anticipated from the use of the timber deck over time. To ensure that potential noise impacts resulting from the timber deck are mitigated, and to ensure the requested use of some form of insulation material, the City of Cerritos requests that the IS/MND address said concern in the Noise analysis section of the document.</p>	
Response D-5	<p>To avoid any potentially significant sound transmission issues from use of the truss bridge deck, the deck will be changed to concrete. The concrete deck change would essentially eliminate bike induced noise from tires. Also, the bikeway 'bulb out' at that location will be removed, so the existing bikeway will remain in its current location and become no closer to resident's back walls.</p>	
Comment D-6	<p>Mitigation Measures Related to Noise Impacts. The City of Cerritos respectfully disagrees with the IS/MND finding that "operation of the proposed project would not create any sources of noise" (Page 4.13-16, IS/MND). As referenced in the IS/MND, Policy N-3.3 and N-3.4 from the Cerritos General Plan requires all projects to "incorporate noise reduction measures into all development</p>	

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	proposals, as necessary" and " consider noise impacts associated with the development of non-residential uses in the vicinity of residential uses" (Page 4.13-10, IS/MND).	
Response D-6	The concrete deck change will significantly reduce bike-induced noise. Also, the bikeway 'bulb out' at that location will be removed, so the existing bikeway will remain and become no closer to resident's back walls than it is currently.	
Comment D-7	<p>As previously mentioned, based on the City's experience with ground surface material, the City reiterates its concern regarding the noise resulting from the anticipated bicycle traffic traveling along the proposed 207-ft. timber deck. As the adjacent residential uses are within thirty (30) feet of the proposed bridge, residents will be adversely impacted from the noise produced by the potential rattling of the timber deck. As such, the City of Cerritos is requesting the following mitigation measures:</p> <ul style="list-style-type: none"> • The east-facing residential windows of the four (4) affected single-family properties shall be replaced with double-pane windows, at the project sponsor's expense, subject to compliance with City of Cerritos building permit requirements. • The block walls located along the east property line of each of the four (4) residential properties shall be extended with block or re-built with block to an eight-foot (8'-0") height from the highest adjacent grade level, at the project sponsor's expense, subject to compliance with City of Cerritos building permit requirements. 	
Response D-7	This comment is noted. Please refer to Response D-5 and Response D-6 above which address noise from bicycle traffic.	
Comment D-8	5. Deep Pile-Driven Construction Method. Appendix A4 provides two (2) options for the foundation of the bridge deck, indicating that " the two bridge sites will be founded on driven deep foundations or CIDH pile foundations ... " (Page 11, Bridge Type Selection Report). However, the IS/MND does not assess the construction and noise impacts associated with either of the proposed foundation methods. In accordance with City of Cerritos construction guidelines, continuous pile driven foundation methods are not permitted. As the southern terminus of the bridge in Segment 0 is directly adjacent to sensitive residential land uses, the City of Cerritos is concerned with the potential deep driven foundation method to be used for bridge construction, as the proposed bridge structure abuts residential homes, and the continuous pile driven construction method would adversely impact the welfare of these residents. In light of potential vibratory construction impacts to the surrounding residential land uses, the City of Cerritos firmly requests that the CIDH pile foundation method be utilized to reduce construction impacts to adjacent residential properties and property owners. Additionally, construction noise impacts resulting from the construction of the foundation are not currently evaluated in the IS/MND: The City of Cerritos is requesting that they be evaluated in an effort to address the City 's General Plan Noise Policies N-3.3 and N-3.4, as referenced above.	

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Response D-8	<p>As requested, the quieter CIDH pile foundation installation method will be utilized to further limit construction related noise impacts. The noise impact for this method was already evaluated in the noise analysis.</p> <p>As detailed on page 3-15 of the IS/MND it is specifically mentions that the columns on the end bent will be built by drilling holes in the existing abutments and casting the concrete in those holes. There will be no pile driving. As detailed in Table 4.13-6, Construction Equipment Noise Characteristics, a drilling rig (not pile driver) would be used.</p> <p>On page 4.13-16 the IS/MND concludes that with implementation of Mitigation Measures MM N-1 through MM N-4, the project would result in less than significant construction noise impacts to sensitive receivers. Page 4.13-18 concludes that with implementation of Mitigation Measure MM N-5 vibration decibels would remain below 80 VdB, and the project would result in less than significant vibration impacts. Therefore, potential noise and vibration impacts from project construction would be less than significant with mitigation.</p>	
Comment D-9	<p>6. Maintain the Existing Character of Established Development. Table 4.11- 1 of the IS/MND references City of Cerritos General Plan Land Use Element Policy LU-11.2, which states that new developments/projects are to be "a positive addition to the City's environment" and "do not detract from the nature and character of appropriate nearby established development" (Page 4.11-2, IS/MND). The City is in support of development projects which comply with and meet goals and policies established in the City's General Plan. As such, the comments being provided in this letter in response to the proposed OC Loop Segments project ensure that proposed bikeway is a positive addition and that potential impacts, such as aesthetic incompatibility and noise, do not detract from the existing community and adjacent residential properties.</p>	
Response D-9	<p>Although the proposed truss bridge structure may not precisely match a pedestrian bridge on a City street in Cerritos, it is consistent with flood control channel bridge bike trails on the OC Loop and throughout both Los Angeles and Orange Counties. Also, review of the Cerritos General Plan Land Use Element Policy LU-11.2 appears to be directed toward residential development rather than facilities within flood control rights of way and industrially zoned areas. Further, this view from the back yard is not a public view and private views are not protected under CEQA. The proposed recreational facility bridge is an enhancement to the area, in both appearance and functionality. A hard copy of the Notice of Intent and IS/MND was mailed to 636 residents and property owners, located within 500 feet of the project site and provided the adjacent residents an opportunity to review the CEQA document; however, none responded with comments/concerns. However, to address the City's comment regarding concerns over land consistency with the residential character of the adjacent community and to avoid potential impacts with bridge users potentially being able to see into the five backyards directly adjacent to the bridge connection at 17824 Vierra, as mitigation for any potential impacts to land use consistency related to potential, yet minimal, lost privacy, Orange County Public Works will make available a limited reimbursement to the five</p>	

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	<p>potentially impacted homeowners, to install privacy hedges, as provided for in Mitigation Measure AES-1 below:</p> <p>MM AES-1: Within 6 months after construction completion of this project, opening the bikeway for public use, if any homeowner at 17834, 17830, 17824, 17818 or 17814 Vierra Ave. Cerritos, CA can demonstrate they can physically see individuals traversing the bridge, while standing at grade in their back yard, OC Public Works will offer reimbursement to homeowners of up to \$2,500 per household for verifiable contract bills paid to grow a hedge, similar to the hedge height extensions at 17814 & 17808 Vierra for privacy in accordance with Cerritos City Code.</p> <p>Although perhaps this proposal may not match a pedestrian bridge on a City street in Cerritos, it is consistent with flood control channel bridge bike trails on the OC Loop and throughout both Counties for the reasons noted above. This comment is noted. Please refer to the MMRP table in the Recirculated IS/MND which includes a new mitigation measure (MM AES-1).</p>	
Comment D-10	Thank you in advance for your consideration of the aforementioned concerns and additional revisions/mitigation measures related to the proposed construction of the prefabricated truss bridge in the City of Cerritos. The City of Cerritos respectfully requests that these comments be addressed in connection with the proposed project and that the environmental impact analysis/project scope in the IS/MND and related appendices be further revised accordingly. Should you have any questions regarding these comments, please do not hesitate to contact me at (562) 916-1201.	
Response D-10	This comment is noted.	
E	Toan Duong	February 18, 2021
Comment E-1	Thank you for the opportunity to review the Initial Study (IS) and Mitigated Negative Declaration (MND) for the Orange County Loop Segments O, P, and Q Coyote Creek Bikeway Project. The project proposes to construct a 2.7-mile bikeway along the Coyote Creek flood control channel in the City of Cerritos on the south, through the City of La Mirada, to the City of Buena park to the north.	
Response E-1	This comment is noted.	
Comment E-2	<p>The Los Angeles County Flood Control District (LACFCD) has reviewed the IS/MND and has no objection to the proposed project. The LACFCD has the following general comments for your consideration relating to the subject permit:</p> <p>1. For safety reasons, the proposed prefabricated truss bridge that crosses Coyote Creek to join the Bike Path with the San Gabriel River shall be designed with direct line of sight for vehicles and cyclists. Provide proper lighting for the bridge and underpass as needed for safety issue. The LACFCD will not be responsible for the maintenance of the proposed prefabricated truss bridge.</p>	
Response E-2	This comment is noted. The proposed bridge that crosses Coyote Creek to join the Bike Path with the San Gabriel River does not include lighting because the bicycle path is for use by bicyclists and is open during day light hours.	

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Comment E-3	2. The LACFCD owns and maintains the nearby Coyote Creek Channel. Ensure that new improvements shall not negatively impact vehicle and truck access necessary for operation and maintenance issues.	
Response E-3	This comment is noted. Vehicle and truck access would not be adversely affected by the proposed project. Access points and easements would be maintained.	
Comment E-4	3. All LACFCD access points and easements shall be maintained and protected in place.	
Response E-4	This comment is noted. Please see Response E-4 above.	
Comment E-5	4. Submit all proposed plans/specifications and reports for the project to Los Angeles County Public Works, Land Development Division and Stormwater Maintenance Division, South Area for review and approval.	
Response E-5	This comment is noted. Project plans can be submitted to the Los Angeles County Department of Public Works for approval.	
Comment E-6	For questions regarding the above comments, please contact Yvonne Taylor of Public Works, Stormwater Maintenance Division at (626) 238-3116 or ytaylor@pw.lacounty.gov.	
Response E-6	This comment is noted.	
F	Toan Duong	February 22, 2021
Comment F-1	Brad, We are looking into the lighting question and will get back to you soon. We also have a few follow up comments/clarification to the bridge portion of the project crossing over the North Fork section of Coyote Creek which is maintained by LACFCD.	
Response F-1	This comment is noted.	
Comment F-2	1. The report states that a hydraulic analysis was conducted and provided in Appendix I. However, no appendices were provided. Please send us a copy for review and possible comment.	
Response F-2	Appendix I was provided to the Army Corps of Engineers.	
Comment F-3	2. The IS/MND states that "high confidence flow rates approved by Orange County Public Works" were utilized in the HEC-RAS modeling. It is not clear what return interval these flow rates correspond to or how they compare to the 100-year flood and design flow rates.	
Response F-3	The County initially prepared the Hydraulic Study using the High Confidence Flow Rates that were agreed to by OCFCD. However, because the Army Corps has jurisdiction over the channel the County redid the Hydraulic Study using the Army Corps much higher design flows. The 27 January, 2021 updated hydraulic study is a revision to the August 19, 2020 hydraulic study that was prepared for Orange County Flood Control District using their 100 year high confidence level discharge rate of about 14,384 cfs and included in the circulated ISMND. The Corps of Engineers required the hydraulic study use their higher flow rate 21,500 cfs design discharge which is included in the 27 January version. Essentially it is used to show that the proposed improvements within the channel will not cause any significant flooding, even at the higher discharge or flow rate, (a greater volume of water in the channel). The updated Hydraulic Report (Attachment G to this Response to Comments	

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	document) reflects the higher Army Corp design flow rates and the results show that the proposed undercrossings at Valley View and Artesia Boulevard do not adversely impact the channel's ability to convey the design flows. A copy of the January 27, 2021 updated hydraulics study provided to the USACE was provided to LACFCD as a part of the response and the document was included in the Recirculated IS/MND.	
Comment F-4	3. The analysis will need to show that the proposed project does not adversely impact the channel's ability to convey the design flow rates. This is a requirement under the Corps of Engineers 408 permit. Coyote Creek was designed and built by the Corps. The design flow rates for the project reaches are provided below.	
	Location	Design Flow (cfs)
	Coyote Creek between La Mirada Blvd and Stage Rd	15,000
	Coyote Creek – North Fork just upstream of confluence with Coyote Creek	22,000
Response F-4	This comment is noted. The hydrology analysis in the IS/MND shows that the proposed project would not adversely impact to convey design flow rates. In addition, the project would be required to meet the Army Corps of Engineers 408 approval permit process. Additionally, neither of the two bridges will be lower than the channel wall so they will not affect the flow rate in the two reaches you have provided. That said, the County is also working directly with the USACE on the hydraulic study approval as part of their 408 permit process for the entire project.	
G	Toan Duong	March 4, 2021
Comment G-1	Brad, Thank you for your patience. We have the following responses/comments for your consideration: 1. Many bike paths are used daily for commuting by bikers while it is still dark outside. The presence of encampment by People Experiencing Homelessness (PEH) underneath bridges should also be considered. LACFCD had responded to accidents and injuries due to improper or no lighting underneath bridges. LACFCD recommends to have the bridge underpass lit as a proactive safety measure for bikers, hikers, PEH, service vehicles, and others who will be using the bike path. The lighting should at a minimum conform with the Caltrans Highway Design Manual, section 1003.1 Class I Bikeways (Bike Paths) subsection (18). For questions relating to the underpass lighting, please contact Los Angeles County Public Works, Bikeway Coordinator, Matt Suska at msuska@pw.lacounty.gov or 818-679-2264.	
	Response G-1	
	Brad Fowler of the County of Orange spoke with Matt Suska. Brad mentioned to Matt that the Coyote Creek Flood Control Channel in this reach is operated and maintained by Orange County per agreement. We agreed that lighting is appropriate and is included for our project underpass tunnels of which we have	

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	three; UP RR, BNSF RR and 5 Frwy/Firestone N&S. He also requested we look at providing adjustable lighting levels for day/night. However; Matt also agreed we would not require lighting beneath open roadway underpasses where we have designed them to avoid having a shelf or niche where the homeless might look for shelter which is typical of other bikeways countywide. We also have limited access and no other services like water, restrooms, etc. nearby that attract the homeless either.	
Comment G-2	2. The downstream River Station of 38404 of the HEC-RAS model is very close to the confluence of Coyote Creek with the North Fork. It's likely that a backwater condition exists that will affect the hydraulics for a portion of the Coyote Creek Channel. The consultant will need to request the hydraulic pertinent data sheets of Coyote Creek from the U.S. Army Corps of Engineers' Los Angeles District Office. The hydraulic pertinent data sheets consist of the hydraulic calculations of the channel. The computed water surface elevation for this station can be obtained from these calculations and should be used as the downstream boundary condition for the HEC-RAS model. Please provide the HEC-RAS files for review. For questions relating to the hydrology, please contact Los Angeles County Public Works, Stormwater Engineering Division, Danny Su at dsu@pw.lacounty.gov or 626-458-6142.	
Response G-2	<p>Brad Fowler attached the HEC-RAS models the County has provided to USACE as a part of the County's ongoing 408 permit discussions with them. The County acknowledges that the 408 permit is required to build the project. The County's consultant representative Paul Glenn provides the following in response for Mr. Su.</p> <p>"We believe that we have accounted for any backwater effects from the San Gabriel River for the following reasons:</p> <ul style="list-style-type: none"> • A portion of the San Gabriel River is included in the HEC-RAS hydraulic model with a boundary condition flow of 37,000 cfs at station 37523 and upstream of the confluence with Coyote Creek of 21,500 cfs using the latest available topography as requested by the USACE. • The downstream boundary condition is set at normal depth, which is an industry standard. • The hydraulic pertinent data sheets from the USACE should not show any elevations differences from our models as the nearest downstream hydraulic control is more than 2,000 feet downstream of the confluence at the Marquadt Ave/Walker St bridge and more than 4,000 feet downstream of the Valley View Avenue bridge. • The Valley View bridge adds capacity to the system and the bridge is far from being affected by any downstream boundary condition (5 feet of separation from the soffit to the highest water surface). • The Artesia Blvd bridge is a mile from the confluence and would not expect backwater conditions to propagate that far upstream. <p>For these reasons, we do not believe that there are significant backwater affect in our area of interest from the San Gabriel River. Due to the complexities of obtaining data from the USACE, we would recommend that we wait to see if there are any discrepancies between water surface elevations during the USACE review."</p>	

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	Please advise if this is satisfactory".	
Comment G-3	3. Please continue to process the FCD2020000244 permit with Los Angeles County Public Works, Land Development Division, Thong Ngov at tngov@pw.lacounty.gov or 626-458-4962.	
Response G-3	This comment is noted.	

3.0 PUBLIC COMMENT LETTERS/RESPONSES FROM RECIRCULATEDIS/MND (AUGUST 2021)

The following agencies submitted written comments on the Recirculated IS/MND, during the public review period. Comment letters are provided in **Attachment J** of this document. All comment letters from the initial circulation and the responses in Section 2 still apply. The response comments below are additive in nature.

Letter H - The California Department of Fish and Wildlife, in their email of September 2, 2021, reiterated the same comments provided in Letter A of the initial circulation. Responses A-1 thru A-5 in Section 2.0 still apply.

Letter I – The Los Angeles County Flood Control District in their email of August 25, 2021, reiterated the same comments provided in Letter E of the initial circulation. Responses E-2 thru E-5 in Section 2.0 still apply.

Letter J – The Orange County Transportation Authority Letter of September 13, 2021 advised that any potential changes to the Circulation Element, as it pertains to Stage Road, must be addressed. Comment is noted. No circulation element changes are required with the project.

Letter K – City of Cerritos Letter of September 13, 2021 noted two design issues, one for deleting the proposed bridge entry bulb-out configuration and two, using the quieter CIDH pile installation method for the bridge foundation as well as advising that the City does in fact have an approved Master bikeway plan. The CIDH pile installation methodology was already analyzed in the Noise study and was incorporated in the initial response to comments, item D-8 in Section 2.0. In response, to the other two comments, they are acknowledged, and the bulb-out design recommendation will be followed. The letter submitted included an attached copy of the November 2020 Initial Circulation letter which is addressed in Section 2.0.

Letter L – Gabrieleno Band of Mission Indians-Kizh Nation Letter of August 18, 2021 asking they be consulted if any ground disturbance will be conducted. In response, the comment acknowledged the project and referenced potential ground disturbance. The comment did not provide specific comments or concerns on the contents of the IS/MND. No changes to the IS/MND are required as a result of this comment. The project would comply with all mitigation measures provided in the Cultural Resources and Tribal Cultural Resources sections of the Recirculated IS/MND."

Letters M & N– William Engels' recirculation response email of September 9, 2021 relates concerns with safety, security, privacy, noise and project cost for those who reside on Kensington Drive in the City of Buena Park, adjacent to the southeast side of the flood control channel. It follows an earlier similar email to County Supervisor Chaffey's Office on August 19, 2021 which is included as Letter N. This response is provided for both emails.

It should be noted that the bikeway is located on the opposite (northwest) side of the 15'-20' deep, 100' wide Coyote Creek flood control channel which is 110 feet away from Mr. Engels' tract.

The IS/MND analyzed noise receptors on Kensington Drive in Appendix G and evaluated potential noise impacts in Section 4.13. With the implementation of Noise Mitigation Measures MM-N-1 thru N-4, the impacts are less than significant.

With regard to the stated safety, security and privacy concerns, the IS/MND analyzed Public Services response in section 4.15. Mitigation measure MM-PS-2 addresses the necessary public safety law enforcement responsibilities delineation for the new bikeway, which will be the primary responsibility of the Orange County Sheriff. With the implementation of MM-PS-2, the project impacts are deemed less than significant. It also should be noted that this issue of public safety for their residents abutting the flood control channel was discussed in depth with the City Council of Buena Park at their public meeting on August 24, 2021, including Mr. Engels' housing tract. Their police chief indicated, that in addition to the Sheriff's Department, their City Department would respond to emergencies. Their City Council voted unanimously to support this project at their meeting.

Although cost is not an environmental issue, it should be noted that the County has obtained federal ATP and State SB-1 funds to support the environmental, design and construction costs of the project to date.

4.0 ERRATA

As a result of comments received during the public review period for the proposed project, this errata section is included in this Response to Comments document to indicate changes in ~~strikethrough~~ to show deleted text and underline to show added text for the IS/MND.

- **Section 4.4 Biological Resources. Text update for the second bullet point for Mitigation Measure BIO-5 as follows:**

MM BIO-5 Pre-Construction and Construction Phase Nesting Bird Surveys

To be in compliance with the MBTA and the California Fish and Game Code, and to avoid and reduce direct and indirect impacts to migratory non-game breeding birds, and their nests, young, and eggs, the following measures should be implemented by OCPW and/or its assigned contractor, including the biological monitor.

- Project activities that will remove or disturb potential nest sites should be scheduled outside the nesting bird season, if feasible. The nesting bird nesting season is typically from February 15 through September 15, but can vary slightly from year to year, usually depending on weather conditions. Raptors are known to begin nesting early in the year. The raptor nesting bird season begins January 31.
- If project activities that will remove or disturb potential nest sites cannot be avoided during January 31 through September 15, a qualified biologist will conduct a pre-construction survey for breeding bird activity or active nests within the limits of project disturbance no more than three working days ~~up to seven days~~ prior to mobilization, staging and other

disturbances. A lapse of no more than ~~seven~~ three working days should occur between nesting bird surveys.

5.0 FINAL MITIGATION MONITORING AND REPORTING PROGRAM

- The Final Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with § 21081.6 of the Public Resources Code and § 15097 of the California Environmental Quality Act (CEQA) Guidelines, which requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR). The MMRP ensures implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified through the use of monitoring and reporting. Monitoring is generally an ongoing or periodic process of project oversight; reporting generally consists of a written compliance review that is presented to the decision-making body or authorized staff person.
- It is the intent of the Final MMRP to: (1) provide a framework for document implementation of the required mitigation; (2) identify monitoring/reporting responsibility; (3) provide a record of the monitoring/reporting; and (4) ensure compliance with those mitigation measures that are within the responsibility of the lead agency and/or project applicant to implement.
- The following table lists impacts, mitigation measures adopted by the Cities of Cerritos, Buena Park and La Mirada in connection with approval of the proposed project, level of significance after mitigation, responsible and monitoring parties, and the project phase in which the measures are to be implemented.
- Only those environmental topics for which mitigation is required are listed in this Final Mitigation Monitoring and Reporting Program. The mitigation measures contained in this MMRP table are prescriptive and are provided for use by the implementing agency.

Table 7.0-1
MITIGATION MONITORING AND REPORTING PROGRAM

TOPICAL AREA IMPACT	MITIGATION MEASURE	RESPONSIBLE/ MONITORING PARTY	MONITORING ACTION	1. ENFORCEMENT AGENCY 2. MONITORING AGENCY 3. MONITORING PHASE
4.1 Aesthetics				
c) <u>Except as provided in Public Resources Code Section 21099, would the project 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?</u>	MM AES-1: Within six months after construction completion of the proposed project, opening the bikeway for public use, if any homeowner at 17834, 17830, 17824, 17818 or 17814 Vierra Avenue, Cerritos, CA can demonstrate they can physically see individuals traversing the bridge, while standing at grade in their back yard, OC Public Works will offer reimbursement to homeowners of up to \$2,500 per household for verifiable contract bills paid to grow a hedge, similar to the hedge height extensions at 17814 & 17808 Vierra Avenue for privacy in accordance with Cerritos City Code.	OC Public Works	Field Verification	OC Public Works OC Public Works <u>Within six months after construction completion of the proposed project, opening the bikeway for public use</u>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	MM AES-24: During project construction the project applicant shall place construction staging areas as far away as reasonably possible from adjacent residences so as to minimize, to the maximum extent possible, any potential lighting and/or glare impacts to nearby residences or businesses. The lighting used during project construction shall consist of the minimum amount of light necessary for safety and security on the project site.	Project Applicant	Field Verification	OC Public Works OC Public Works During construction
4.4 Biological Resources				

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<p>a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p>	<p>MM BIO-1: Qualified Biologist/Biological Monitor.</p> <p>During the active construction phase of the project, OCPW or its assigned contractor will provide a qualified biologist to perform biological monitoring during the bird nesting season (January 31 to September 15) and/or the bat pupping season (May 1 to August 31) to perform weekly spot check monitoring of active nests (entire project) and/or active maternal bat colonies (Stage Road colony). If active nests are not found though periodic pre-construction nesting surveys (see MM BIO-5) and/or if the work is not occurring during the pupping season near Stage Road (MM BIO-7), then a biological monitor is not needed.</p> <p>Where appropriate, the biological monitor will mark/flag the limits of sensitive areas (such as active bird nests/sensitive bird habitat or active maternal bat habitat) to restrict project activities near the areas. These restricted areas will be monitored to protect the species during construction. The biological monitor will ensure that all biological mitigation measures, BMPs, avoidance and protection measures described in the relevant project permits, approvals, licenses, and environmental reports are in place and are adhered to. Monitoring will cease when the sensitive habitats and jurisdictional areas have been cleared or affected. All observations of special-status species will be documented and mapped in monitoring logs. Monitoring logs will be completed for each day of monitoring. All special-status species recordings will be submitted to the CNDDB.</p> <p>The biological monitor will have the authority to temporarily halt all construction activities and all non-emergency actions if sensitive areas and special-status species are identified and will be directly affected by project activities. The monitor will notify the County to notify the appropriate resource agency and consult if needed. If needed, and if possible, the biological monitor will allow the animal to leave the project site on its own, or it should be coaxed to move out of harm's way, outside of the project area. The biological monitor may use an object to "steer" the animal away from the project site, such as a snake stick or piece of plywood. For nesting birds or roosting bats, buffers will be established, as detailed in MM BIO-5 and MM BIO-7. The biological monitor may collect and relocate non special-status species outside of the work area where it will not be harmed. Work can continue at the location if OCPW and/or the consulted resource agency determine that the activity will not result in impacts to the species.</p> <p>The biological monitor will notify OCPW or its assigned contractor, who will notify the appropriate agencies if a dead or injured protected special-status species is located within the project site. Written notification must be made within 15 days of the date and time of the finding or incident (if known) and must include; location of the carcass, a photograph, cause of death (if known), and other pertinent information.</p>	Project Applicant	Field Verification	<p>OC Public Works</p> <p>OC Public Works</p> <p>During construction</p>
<p>a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on</p>	<p>MM BIO-2: Worker Environmental Awareness Program</p> <p>If required by forthcoming regulatory agency authorizations, prior to project construction activities, OCPW and/or its assigned contractor shall ensure that a qualified biologist will prepare and conduct a Worker Environmental Awareness</p>	Project Applicant	Field Verification	<p>OC Public Works</p> <p>OC Public Works</p>

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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?	Program (WEAP) training that will describe the biological constraints of the project. All personnel who will work within the project site will attend the WEAP prior to performing any work. The WEAP should cover the results of any pre construction surveys, jurisdictional area locations, and sensitive biological resources (such as coastal whiptail) potentially present on the site. In addition, the training should cover restrictions, avoidance and protection measures, mitigation measures, and individual responsibilities associated with the project, including measures provided within the forthcoming regulatory permits. The program will include the steps to take if workers encounter a sensitive wildlife species (i.e., notifying the biological monitor or the construction foreman, who will then notify the biological monitor). Training materials will be language-appropriate for all construction personnel. Upon completion of the WEAP, workers will sign a form stating that they attended the program, understand all protection measures, and will abide by all the rules of the WEAP. A record of all trained personnel will be kept with the construction foreman onsite. If new construction personnel are added to the project later, the construction foreman will ensure that new personnel receive training before they start working. The biologist will prepare and provide written hard copies of the WEAP and photos of the sensitive biological resources to the construction foreman.			During construction
a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<p>MM BIO-3: Project Limits and Designated Areas</p> <p>To avoid impacts to environmentally sensitive areas (ESAs), if any are later identified, surrounding habitats and wildlife, OCPW and/or its assigned contractor will implement the following measures prior to project construction and commencement of any ground disturbing activities or vegetation removal.</p> <ul style="list-style-type: none"> • Project footprint will be set at the minimum size to accomplish necessary work, resulting in minimal impacts to sensitive biological resources. • Specifications for the project boundary, limits of grading, project-related parking, storage areas, laydown sites, and equipment storage areas will be mapped and clearly marked in the field with temporary fencing, signs, stakes, flags, rope, cord, or other appropriate markers. All markers will be maintained until the completion of activities in that area. • To minimize the amount of disturbance, the construction/laydown areas, parking areas, staging areas, storage areas, spoil areas, and equipment access areas will be restricted to designated areas. Designated areas will comprise existing disturbed areas (parking lots, access roads, graded areas, etc.) to the extent possible. • Project related work limits will be defined and work crews will be restricted to designated work areas. Disturbance beyond the actual construction zone will be prohibited without site-specific surveys. If sensitive biological resources are detected in an area to be affected, then appropriate measures would be implemented to avoid effects (i.e., flag and avoid, erect orange construction fencing, biological monitor present during work, etc.). However, if avoidance is not possible and the sensitive biological resources will be directly affected by project activities, the biologist will mark and/or 	Project Applicant and/or Project Contractor	Field Verification	<p>OC Public Works</p> <p>OC Public Works</p> <p>During construction</p>

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	<p>stake the site(s) and map the individuals on an aerial map and with a GPS unit. The biologist will then contact the appropriate resource agencies to develop additional avoidance, minimization and/or mitigation measures prior to commencing project activities.</p> <ul style="list-style-type: none"> ESAs will be identified, mapped, clearly marked in the field, and avoided to the maximum extent practicable in order to avoid and minimize effects to sensitive biological resources. Existing roads will be utilized wherever possible to avoid unnecessary impacts. Project related vehicle traffic will be restricted to established roads, staging areas, and parking areas. Travel outside construction zones will be prohibited. <p>Monitoring would occur periodically during the length of construction activities to ensure project limits, designated areas (parking, storage, etc.), and ESAs are still clearly marked.</p>			
a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<p>MM BIO-4: General Vegetation Avoidance and Protection Measures OCPW, or its assigned contractor, would implement the following general avoidance and protection measures to protect vegetation, to the extent practical.</p> <ul style="list-style-type: none"> Although no vegetation was noted along the bikeway route, efforts would be made to minimize vegetation removal. Cleared or trimmed vegetation and woody debris would be disposed of in a legal manner at an approved disposal site. If any invasive species are subsequently discovered within the temporary disturbance areas they would be controlled to the maximum extent feasible using hand pulling or hand tool removal methods only. Limiting control methods to hand pulling or hand tools would further protect the surrounding habitat. To minimize the transfer of exotic weed seed, vehicles and all equipment would be washed before first use at the project site. This includes wheels, undercarriages, bumpers and all parts of the vehicle. In addition, all tools such as chain saws, hand clippers, pruners, etc. would also be washed. All washing would take place where rinse water is collected and disposed of in either a sanitary sewer or a landfill. Contractors, subcontractors, employees, and site visitors would be prohibited from collecting plants. 	Project Applicant and/or Project Contractor	Field Verification	<p>OC Public Works</p> <p>OC Public Works</p> <p>During construction</p>
a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or	<p>MM BIO-5: Pre-Construction and Construction Phase Nesting Bird Surveys To be in compliance with the MBTA and the California Fish and Game Code, and to avoid and reduce direct and indirect impacts to migratory non-game breeding birds, and their nests, young, and eggs, the following measures should be implemented by OCPW and/or its assigned contractor, including the biological monitor.</p> <ul style="list-style-type: none"> Project activities that will remove or disturb potential nest sites should be scheduled outside the nesting bird season, if feasible. The nesting bird nesting season is typically from February 15 through September 15, but can 	Project Applicant	Field Verification	<p>OC Public Works</p> <p>OC Public Works</p> <p>Prior to construction</p>

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by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<p>vary slightly from year to year, usually depending on weather conditions. Raptors are known to begin nesting early in the year. The raptor nesting bird season begins January 31.</p> <ul style="list-style-type: none"> • If project activities that will remove or disturb potential nest sites cannot be avoided during January 31 through September 15, a qualified biologist will conduct a pre-construction survey for breeding bird activity or active nests within the limits of project disturbance <u>no more than three working</u> prior to mobilization, staging and other disturbances. A lapse of no more than <u>three working</u> days should occur between nesting bird surveys. • If no breeding bird activity or active nests are observed during the pre-construction survey(s), or if they are observed and will not be affected, then project activities may begin and no further nesting bird monitoring will be required. • If an active bird nest is located during the pre-construction survey and potentially will be affected, a no-activity buffer zone will be delineated on maps and marked by fencing, stakes, flagging, or other means up to 300 feet for special-status avian species and raptors, or up to 100 feet for non-special-status avian species. Materials used to demarcate the nests will be removed as soon as work is complete or the fledglings have left the nest. The biologist will determine the appropriate size of the buffer zone based on the type of activities planned near the nest and bird species because some bird species are more tolerant than others to noise and other disturbances. Buffer zones will not be disturbed until a qualified biologist determines that the nest is inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, or the young will no longer be affected by project activities. Periodic monitoring by a biologist will be performed to determine when nesting is complete. After the nesting cycle, project activities may begin within the buffer zone. • If special-status bird species, such as the Least Bell's Vireo, are observed within the project site during the pre-construction surveys, then a qualified biologist will delineate individual species' nesting territories, and notify the appropriate resource agency to: (1) determine if additional or focused protocol surveys are necessary; and (2) select suitable mitigation measures. Project activities may not begin within the area until concurrence is received from the appropriate resource agencies. 			
a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or	<p>MM BIO-6: General Wildlife Avoidance and Protection Measures</p> <p>The project site contains habitats which can support some wildlife species. Although few wildlife were observed utilizing this urban area (please see Section 4.4.2 for full list) during the two field surveys, bats were documented at Stage Road and the coastal whiptail was observed onsite. Therefore, OCPW, or its contractor, would implement the following general avoidance and protection measures to protect wildlife, to the extent practical.</p>	Project Applicant	Field Verification	<p>OC Public Works</p> <p>OC Public Works</p> <p>During construction</p>

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by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<ul style="list-style-type: none"> • To minimize construction-related mortalities of nocturnally active species such as mammals and snakes, it is recommended that all work be conducted during daylight hours. If nighttime work is required, the Qualified Biologist will assess the construction area to determine if there are any biological concerns for nighttime work. Nighttime work (and use of artificial lighting) would not be permitted unless specifically authorized by the wildlife agencies. If required, night lighting would be directed away from the preserved open space areas. All unnecessary lights would be turned off at night to avoid attracting wildlife such as insects, migratory birds, and bats. • If any wildlife is encountered during project activities, it will be allowed to freely leave the area unharmed. • Wildlife would not be disturbed, captured, harassed, or handled. Fishing would be prohibited at the project site. Animal nests, burrows and dens would not be disturbed without prior survey and authorization from a qualified biologist. • Active nests cannot be removed or disturbed. Nests can be removed or disturbed if determined inactive by a qualified biologist. • To avoid impacts to wildlife, OCPW, or its contractor, would comply with all litter and pollution laws and would institute a litter control program throughout project construction. All contractors, subcontractors, and employees would adhere to this program. Trash and food items would be disposed of promptly in predator-proof containers with resealing lids, or will be removed off the site each day. These covered trash receptacles would be placed at each designated work site and the contents would be properly disposed at least once a week. Trash removal would reduce the attractiveness of the area to opportunistic predators such as common ravens (<i>Corvus corax</i>), northern raccoons (<i>Procyon lotor</i>), Virginia opossums (<i>Didelphis virginiana</i>), and coyotes (<i>Canis latrans</i>). • Contractors, subcontractors, employees, and site visitors would be prohibited from feeding wildlife and collecting wildlife. • To avoid the potential for mortality and harassment of wildlife, all non security-related firearms, weapons, and domestic dogs would be prohibited from the project site. • All pitfalls (trenches, holes, bores, detention basins, and other excavations) greater than two feet deep would be completely covered at the end of each work day, or escape ramps provided. 			
a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans,	<p>MM BIO-7: Bat Mitigation</p> <p>MM BIO-7a – Safety Measure, Standard Operating Procedures</p> <p>Safety Measure, Standard Operating Procedures: A safety measure concerning the presence of bats within the Coyote Creek channel should be included in the Standard Operating Procedures by the contractor for the onsite construction crews. The safety measure should include precautions for working within 150 feet of any bridge with bat colonies, for the safety of the crews. The safety measure should</p>	Project Applicant	Field Verification	<p>OC Public Works</p> <p>OC Public Works</p> <p>Prior to construction</p>

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<p>policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p>	<p>disclose potential risk of disease from bat bites/scratches and inhalation of guano; requirements for use of Personal Protective Equipment; and responsibilities and actions of crews if a negative interaction with a bat is reported. Although negative interactions with bats are extremely rare, guidance for the contractor and construction crews is recommended.</p> <ul style="list-style-type: none"> • Every effort should be made to avoid displacement of the special-status bats during the construction phase. • If work cannot occur simultaneously with the presence of special-status bats, due to safety hazard for the crew or the bats, the animals may require exclusionary method prior to construction, within 150 feet of bat-occupied structures. • If an exclusionary method is required, OCPW, or its contractor, will prepare a Bat Exclusion and Monitoring Plan (BEMP), for review and approval by CDFW. The BEMP, will detail alternate habitat to be provided if bats are to be excluded from maternity roosts. A roost with comparable spatial and thermal characteristics will be constructed as directed by a project biologist. (see MM BIO-7c, below) <p>MM BIO-7b - Pre-construction Bat Survey (Stage Road Bridge Only)</p> <p>Pre-Construction Bat Survey: Within 30 days before construction, and if work is to be done near Stage Road during bat pupping season, generally from May 1 to August 31 (4 months), a project biologist who is qualified to survey for special-status bats will conduct pre-construction surveys for presence of roosting bat colonies (including the western mastiff bat). If roosting bat colonies or special-status bat species are present, the following should be implemented:</p> <ul style="list-style-type: none"> • Saw cutting, jackhammering, piling, or similar activities within 150 feet of structures occupied by maternal bat roosts (colonies) should not occur without prior consultation with CDFW. Maternal roosts are typically present between May 1 and August 31. • Avoid jackhammering, piling, or similar activities within 150 feet of the maternal roost until all young bats have left the roost, or as determined by a project biologist, or through consultation with CDFW. • If special-status bats are present, but there is not an active maternity roost, a consultation with the CDFW will be entered into to determine the approved best management practices, without directly impacting the bat colony. <p>Preconstruction Survey Methods. Bat species with potential to occur in the project area employ varied roost strategies, from solitary roosting in foliage of trees to colonial roosting in trees and artificial structures, such as buildings and bridges. Daily and seasonal variations in habitat use are common. To obtain the highest likelihood of detection, preconstruction bat surveys will include these components.</p> <ul style="list-style-type: none"> • Identification of potential roosting habitat within project area. 			
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	<ul style="list-style-type: none"> • Daytime search for bats and bat sign in and around identified habitat. • Evening emergence surveys at potential day-roost sites, using night-vision goggles and/or active full-spectrum acoustic monitoring where species identification is sought. • Passive full-spectrum acoustic monitoring and analysis to detect bat use of the area from dusk to dawn over multiple nights. • Additional onsite night surveys as needed following passive acoustic detection of special-status bats to determine nature of bat use of the structure in question (e.g., use of structure as night roost between foraging bouts). • Qualified biologists will have knowledge of the natural history of the species that could occur in the project area and experience using full-spectrum acoustic equipment. During surveys, biologists will avoid unnecessary disturbance of occupied roosts. • Note that preconstruction surveys are triggered only if the project requires construction activities producing unusually loud activities or activities causing shaking or vibration of the bridge, generally resulting from saw cutting, jackhammering, piledriving, or similar activities (within 150 feet of the bat colony). <p>BIO-7c Bat Exclusion and Monitoring Plan (Stage Road Bridge Only)</p> <p>Bat Exclusion and Monitoring Plan: If project plans are altered and high-vibration or sound activities (such as saw cutting, jackhammering and pile driving) will occur during the pupping season, within 150 feet of roosting bat colonies, including special-status bats (e.g. western mastiff bat), the bat biologist will determine if the project is likely to cause the failure of maternal (breeding) colonies. To avoid impacts maternal bat colonies a BEMP would be prepared for implementation during the construction phase of the project.</p> <ul style="list-style-type: none"> • The BEMP would provide project-specific measures for noise attenuation devices, acoustic and visual monitoring during high-vibration and sound activities (such as saw cutting, jackhammering, and pile driving), visual disturbance buffers, and the installation of bat exclusion devices to safely and humanely evict bats outside of the maternity season, in the event they are needed. • If the BEMP is necessary, consultation with the CDFW would occur to finalize preparation of the BEMP for inclusion in the Streambed Alteration Agreement under Section 1600-1616 of the Fish and Game Code. Each SAA usually contains a section titled Measures to Protect Fish and Wildlife Resources, for which this plan would be incorporated. • Note that the BEMP is triggered only if the project requires high-vibration and sound activities causing shaking or vibration of the bridge, generally resulting from saw cutting, jackhammering, pile driving, or similar activities (within 150 feet of the bat colony). 			
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<p>a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p>	<p>MM BIO-8: Tree Removal Permit</p> <p>Prior to any tree removal in the City of Buena Park, a Tree Removal Permit will be obtained by the project applicant. The project applicant and onsite contractors will be responsible for the additional measures provided by the tree permit, which will be incorporated into the final specifications for the project.</p> <p>City of Buena Park Ordinance 12.20.040 states the following:</p> <p>“A. Persons desiring to remove any standing or growing trees or shrubbery or any ornament or improvement from a parkway adjacent to property owned or lawfully occupied by such persons shall apply to the director of public works for a permit. The application for such permit shall be in writing and set forth the reasons such removal is desired.</p> <p>B. If the director finds upon investigation that the tree, shrub, ornament or improvement desired to be removed constitutes a private nuisance, is not of the type or species designated for such street or for other good cause shown, he or she shall issue a permit allowing such tree, shrub, ornament or improvement to be removed.</p> <p>C. The permit for the removal of any tree, shrub, ornament or improvement shall prescribe the method or manner in which such tree, shrub, ornament or improvement shall be removed by the applicant, shall be conditioned upon the fact that all expenses and costs shall be borne by the applicant and shall contain a provision signed by the applicant that the applicant agrees to save, indemnify and keep harmless the city against all liabilities, judgments, costs and expenses which may in any wise accrue against the city in consequence of the granting of the permit or in consequence of the use or occupancy of any sidewalk, street or other public place or in any other wise by virtue thereof and will in all things strictly comply with the conditions of the permit and of this code, all ordinances, rules and regulations of the city.</p> <p>D. The permit for the removal of any tree may require the replanting of another tree after the removal, and, if a replacement is required, the applicant shall deposit a sum fixed by the city council for each tree to be replaced before the permit shall be issued. If all the conditions of the permit are not complied with, the deposit required by this section will be forfeited to the city. If the conditions are complied with, the deposit shall be refunded to the applicant.</p> <p>E. Any person aggrieved by the refusal of the director to issue a permit for the removal of any tree, shrub, ornament or improvement or by the requirements of such permit may appeal to the city council. The city council shall have the right and authority upon investigation and findings to issue the permit.” (Ord. 1505 § 1, 2007)</p>	Project Applicant	Field Verification	<p>OC Public Works</p> <p>OC Public Works</p> <p>Prior to any tree removal in the City of Buena Park</p>
<p>4.5 Cultural Resources</p>				
<p>a) Would the project cause a substantial adverse</p>	<p>MM CUL-1: Potential historical archaeological resources consisting of eight street bridges, three railroad bridges, and an oil pipeline crossing the Coyote Creek Channel</p>	Project Applicant	Field Verification	OC Public Works

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change in the significance of a historical resource pursuant to § 15064.5?	are present within the project site. Prior to project construction a qualified archaeologist/architectural historian shall be retained to prepare California Department of Parks and Recreation (DPR) site records and National Register of Historic Places (NRHP) evaluations of these several built features. The archaeologist/architectural historian, upon evaluation of the features and study of the trail construction plans, will determine if there is need for monitoring of these features during construction and if warranted, the archaeologist/architectural historian shall prepare a monitoring plan.			OC Public Works Prior to Construction
b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	MM CUL-2: If prehistorical and/or historical archaeological resources are discovered during construction, the contractor shall halt construction activities in the immediate area and notify the County. An on call qualified archaeologist shall be notified and afforded the necessary time to recover, analyze, and curate the find(s). The qualified archaeologist shall recommend the extent of archaeological monitoring necessary to ensure the protection of any other resources that may be in the area and afforded the necessary time and funds to recover, analyze, and curate the find(s). Construction activities may continue on other parts of the construction site while evaluation and treatment of historical or unique archaeological resources takes place.	Project Contractor	Field Verification	OC Public Works OC Public Works During Construction
c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?	MM CUL-3: If human remains are encountered during project construction, the contractor shall stop all work within a 30-foot radius of the discovery and the Orange County Coroner (OCC) will be notified (§ 5097.98 of the Public Resources Code). The OCC will determine whether the remains are recent human origin or older Native American ancestry. If the OCC, with the aid of the supervising archaeologist, determines that the remains are prehistoric, they will contact the NAHC. The NAHC will be responsible for designating the Most Likely Descendant (MLD). The MLD (either an individual or sometimes a committee) will be responsible for the ultimate disposition of the remains, as required by § 7050.5 of the California Health and Safety Code. The MLD will make recommendations within 24 hours of their notification by the NAHC. These recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials (§ 7050.5 of the Health and Safety Code).	Project Contractor	Field Verification	OC Public Works OC Public Works During Construction
4.7 Geology and Soils				
f) Project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	MM GEO-1: If paleontological resources are uncovered during construction activities, the contractor shall halt construction activities in the immediate area and notify OC Public Works. The County's on-call paleontologist shall be notified and afforded the necessary time and funds to recover, analyze, and curate the find(s). Subsequently, a paleontological monitor shall remain onsite for the duration of the ground disturbance to ensure the protection of any other resources that may be in the area.	Project Contractor	Field Verification	OC Public Works OC Public Works During Construction Activities
4.8 Hazards and Hazardous Materials				
a) Would the project create a significant hazard to the public or the environment	MM HAZ-1: Prior to commencement of project construction, the project applicant shall prepare a soil management plan to identify and manage any contaminated	Project Applicant	Field Verification	OC Public Works OC Public Works

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through the routine transport, use, or disposal of hazardous materials?	soils and/or subsurface features encountered during the development of the proposed project.			Prior to Commencement of Project Construction
	MM HAZ-2: Prior to commencement of project construction, the project applicant shall prepare an aerially deposited lead plan to manage shallow surface soils in proximity to freeways that may be contaminated with lead from vehicle exhaust.	Project Applicant	Field Verification	OC Public Works OC Public Works Prior to Commencement of Project Construction
	MM HAZ-3: During excavation activities of the areas identified with environmental concerns in the March 23, 2020 Initial Site Assessment Prepared by Citadel EHS for the proposed project, the project applicant shall implement soil monitoring for volatile organic compounds, including the former print shop along Segment P and areas near pipelines in Segment Q.	Project Applicant	Field Verification	OC Public Works OC Public Works Prior to Commencement of Project Construction
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?	Refer to MM HAZ-1 – HAZ-3 above.	See above.	See above.	See above.
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Refer to MM HAZ-1 – HAZ-3 above.	See above.	See above.	See above.
f) Impair implementation of or physically interfere with an adopted emergency response plan	MM TRANS-1: Prior to construction the General Contractor shall submit a detailed Construction Management Plan to be reviewed and approved by the County of Orange. The Construction Management Plan shall specify that the Construction Manager will schedule truck traffic and employee shifts to avoid creating trips	General Contractor	Field Verification	OC Public Works OC Public Works

❖ RESPONSES TO COMMENTS ❖

or emergency evacuation plan?	<p>during the peak traffic periods, as is feasible for construction operations. All measures, including identified truck routes and designated employee parking areas, shall be included in the Construction Management Plan. The Plan shall include but is not limited to the following provisions:</p> <ul style="list-style-type: none"> a) To handle street traffic affected by at-grade construction work on Knott Avenue, South Firestone Boulevard and Stage Road, the Construction Management Plan shall specify how traffic will be routed and controlled during the construction phase, including which lane(s) of traffic will be temporarily blocked off for construction work. b) Specification of permitted hours for construction-related deliveries and removal of heavy equipment and material. c) Specification of where construction workers would park their personal vehicles during project construction with a requirement that at no time shall construction worker vehicles block any driveways. If complaints are received by the project applicant regarding issues with construction worker vehicle parking, the project applicant shall identify alternative parking options for construction workers so as not to interfere with any commercial and residential parking availability. d) Identification of how emergency access to and around the project site will be maintained during project construction. e) Specification of haul routes for delivery or removal of heavy and/or oversized equipment or material loads. Where feasible, delivery or removal of oversized equipment or material loads shall be conducted during off-peak traffic periods. f) Maintain pedestrian and bicycle connections around the project site designate safe crossing locations for all pedestrian detours. g) Maintain the security of the project site by erecting temporary fencing during the construction phase of the project. Any onsite night lighting used during the construction phase of the project shall be in compliance with lighting requirements of the Cities of Cerritos, La Mirada and Buena Park. h) If temporary lane closures are necessary for the installation of utilities, that emergency access should be maintained at all times. i) Flag persons and/or detours shall be provided as needed to ensure safe traffic operations. j) Construction signs shall be posted to advise of reduced construction zone speed limits. 			Prior to Construction
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❖ RESPONSES TO COMMENTS ❖

	<p>k) The project design shall include entry/exit gates for first responders' vehicles to gain access to the bike path along segments O, P, and Q.</p> <p>l) If required, ongoing regular maintenance shall occur along the bike path to deter crime.</p> <p><u>m) The Construction Management Plan shall include plans for a Parking Management Plan which would include but not be limited to an alternative parking arrangements and consultation with impacted property owners when the temporary construction easements (TCEs) and/or staging areas for project construction impact the availability of parking for residents or businesses.</u></p>			
4.13 Noise				
a) Would the project result in 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?	<p>MM N-1 At the start of construction near residences or other sensitive receivers, the construction contractor will conduct noise monitoring during construction activities estimated in the noise analysis to result in significant exposures. If the monitored noise levels exceed regulatory noise restrictions or standards, taking into account background noise, then the construction contractor will mitigate noise levels using temporary noise shields, noise barriers or other mitigation measures to preclude complaints and/or comply with those restrictions or standards (see below).</p>	Construction Contractor	Field Verification	<p>OC Public Works</p> <p>OC Public Works</p> <p>At the start of construction near residences or other sensitive receivers</p>
a) Would the project result in 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?	<p>MM N-2 The construction contractor will use the following source controls, except where not physically feasible:</p> <ul style="list-style-type: none"> • Use of noise-producing equipment will be limited to the interval from 8:00 a.m. to 5:00 p.m., Monday through Friday unless Saturday work is approved in writing by the appropriate City jurisdiction. • For all noise producing equipment, use types and models that have the lowest horsepower and the lowest noise generating potential practical for their intended use. • The construction contractor will ensure that all construction equipment, fixed or mobile, is properly operating (tuned-up) and lubricated, and that mufflers are working adequately. • Have only necessary equipment onsite. • Use manually-adjustable or ambient-sensitive backup alarms 	Construction Contractor	Field Verification	<p>OC Public Works</p> <p>OC Public Works</p> <p>During project construction</p>

❖ RESPONSES TO COMMENTS ❖

a) Would the project result in 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?	<p>MM N-3 Per MM N-1, if monitored noise levels exceed applicable regulatory noise restrictions or standards, taking into account background noise, the contractor will use the following path controls, except where not physically feasible:</p> <ul style="list-style-type: none"> • Install portable noise barriers, including solid structures and noise blankets, between the active noise sources and the nearest noise receivers. • Temporarily enclose localized and stationary noise sources. • Store and maintain equipment, building materials, and waste materials as far as practical from as many sensitive receivers as practical. • Work with the complaining party to find acceptable solutions. 	Construction Contractor	Field Verification	OC Public Works OC Public Works During project construction
a) Would the project result in 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?	<p>MM N-4 At least two weeks in advance of the start of construction in a new portion of the project, the construction contractor shall notify all noise-sensitive receivers adjacent to the project area. Since relatively few sensitive receivers will be near the construction site, such notices shall take the form of a flyer that can be hand-delivered or affixed to a doorway. The notice shall state specifically where and when construction activities will occur, and provide contact information for filing noise complaints with the contractor and the City.</p>	Construction Contractor	Field Verification	OC Public Works OC Public Works At least two weeks in advance of the start of construction in a new portion of the project
b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?	<p>MM N-5 During project construction the construction contractor will verify that vibratory rollers shall not be used within 75 feet of a residential property boundary or a structure deemed fragile or one that is under construction.</p>	Construction Contractor	Field Verification	OC Public Works OC Public Works During project construction
4.15 Public Services				
a) Fire protection?	<p>MM PS-1: During project operation the project applicant shall provide fire department and law enforcement vehicles' access to the proposed bikeway with the installation of access/exit gates to provide emergency access along the proposed Segments O, P, and Q of the OC Loop bikeway, including adequate turning radius for emergency vehicles.</p>	Project Applicant	Field Verification	OC Public Works OC Public Works During Project Operation
b) Police protection?	<p>MM PS-2: To ensure that homelessness on the trail system is addressed, prior to project operation a separate agreement shall be crafted between the project applicant and the County of Los Angeles, the project applicant and the City of Cerritos, the project applicant and the City of Buena Park and the project applicant</p>	Project Applicant	Field Verification	OC Public Works OC Public Works

❖ RESPONSES TO COMMENTS ❖

	and the City of La Mirada that clearly states who is responsible for patrolling the proposed trail and addressing law enforcement and cleanliness/graffiti.			Prior to Project Operation
b) Police protection?	Refer to MM PS-1 above and MM TRANS-1 below.	See above and below.	See above and below.	See above and below.
4.16 Recreation				
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?	Mitigation incorporated from Sections 4.1 through 4.20 , as applicable.	Varies by Mitigation Measure	Field Verification	OC Public Works OC Public Works Varies by Mitigation Measure
4.17 Transportation				
a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<p>MM TRANS-1: Prior to construction the General Contractor shall submit a detailed Construction Management Plan to be reviewed and approved by the County of Orange, the City of Buena Park, the City of Cerritos, and the City of La Mirada. The Construction Management Plan shall specify that the Construction Manager will schedule truck traffic and employee shifts to avoid creating trips during the peak traffic periods, as is feasible for construction operations. All measures, including identified truck routes and designated employee parking areas, shall be included in the Construction Management Plan. The Plan shall include but is not limited to the following provisions:</p> <ul style="list-style-type: none"> a) To handle street traffic affected by at-grade construction work on Knott Avenue, South Firestone Boulevard and Stage Road, and the temporary closure of South Firestone Boulevard, the Construction Management Plan shall specify how traffic will be routed and controlled during the construction phase, including which lane(s) of traffic will be temporarily blocked off for construction work. b) Specification of permitted hours for construction-related deliveries and removal of heavy equipment and material. c) Specification of where construction workers would park their personal vehicles during project construction with a requirement that at no time shall construction worker vehicles block any driveways. If complaints are received by the project applicant regarding issues with construction worker vehicle parking, the project applicant shall identify alternative parking options for construction workers so as not to interfere with any commercial and residential parking availability; d) Identification of how emergency access to and around the project site shall be maintained during project construction. e) Specification of haul routes for delivery or removal of heavy and/or oversized equipment or material loads. Where feasible, delivery or removal 	General Contractor	Field Verification	OC Public Works OC Public Works Prior to Construction

❖ RESPONSES TO COMMENTS ❖

	<p>of oversized equipment or material loads shall be conducted during off-peak traffic periods.</p> <p>f) Maintain pedestrian and bicycle connections around the project site; designate safe crossing locations for all pedestrian detours.</p> <p>g) Maintain the security of the project site by erecting temporary fencing during the construction phase of the project. Any onsite night lighting used during the construction phase of the project shall be in compliance with lighting requirements of the Cities of Cerritos, La Mirada and Buena Park.</p> <p>h) If temporary lane closures are necessary for the installation of utilities, emergency access shall be maintained at all times.</p> <p>i) Flag persons and/or detours shall be provided as needed to ensure safe traffic operations.</p> <p>j) Construction signs shall be posted to advise of reduced construction zone speed limits.</p> <p>k) The project design shall include entry/exit gates for first responders' vehicles to gain access to the bikeway along segments O, P and Q.</p> <p>l) If required, ongoing regular maintenance shall occur along the bikeway to deter crime.</p> <p><u>m) The Construction Management Plan shall include plans for a Parking Management Plan which would include but not be limited to alternative parking arrangements and consultation with impacted property owners when the temporary construction easements (TCEs) and/or staging areas for project construction impact the availability of parking for residents or businesses.</u></p>			
c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Refer to MM TRANS-1 above.	See above.	See above.	See above.
d) Would the project result in inadequate emergency access?	Refer to MM TRANS-1 above.	See above.	See above.	See above.
4.18 Tribal Cultural Resources				
a) Cause a substantial adverse change in the significance of a tribal cultural resource that is a resource determined by the lead agency, in its	MM TCR-1: If unanticipated archaeological resources or deposits are discovered during earth moving activities, OC Public Works (OCPW) will implement the following measures. All work will halt within a 50-foot radius of the discovery. OCPW will have a qualified professional archaeologist assess the significance of the find. If the resources are Native American in origin, the County shall coordinate with the Tribe regarding evaluation, treatment, curation, and preservation of these	Project Applicant	Field Verification	OC Public Works OC Public Works

❖ RESPONSES TO COMMENTS ❖

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.	resources. The archaeologist will have the authority to modify the no-work radius as appropriate, using professional judgment in consultation with OCPW. Work will not continue within the no-work radius until the archaeologist conducts sufficient research and evidence and data collection to establish that the resource is either: (1) not cultural in origin; or (2) not potentially eligible for listing on the CRHR. If a potentially eligible resource is encountered, then the archaeologist and OCPW, as lead agency, in consultation with the Tribe, will arrange for either: (1) avoidance of the resource, if possible; or (2) test excavations to evaluate eligibility, and if eligible, an attempt to resolve adverse effects to determine appropriate mitigation. The assessment of eligibility will be formally documented in writing as verification that the provisions in CEQA for managing unanticipated discoveries and PRC Section 5024 have been met.			During earthmoving activities
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ATTACHMENT A: NOTICE OF INTENT INITIAL CIRCULATION



County of Orange

Notice of Intent to Adopt a Mitigated Negative Declaration

To: Agencies, Organizations, and Interested Parties
From: County of Orange, OC Public Works
Subject: Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration (IS/MND) for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project

The County of Orange, OC Public Works is the Lead Agency under the California Environmental Quality Act (CEQA) for the proposed project identified below. The County of Orange has prepared a Mitigated Negative Declaration to determine the environmental effects of the proposed project and finds issuance of a Mitigated Negative Declaration is the appropriate level of CEQA environmental review.

AGENCIES: The County of Orange requests that your agency review the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with California Code of Regulations, Title 14, Section 15086(a).

ORGANIZATIONS AND INTERESTED PARTIES: The County of Orange requests your comments and concerns regarding the environmental issues associated with the proposed project.

Project Title: OC Loop Segments O, P, and Q Coyote Creek Bikeway Project

Project Description: The proposed 2.7-mile OC Loop Segment O, P, and Q Coyote Creek Bikeway Project is a component of a 66-mile regional bikeway corridor called the OC Loop. When constructed, the proposed project will close an existing bikeway gap in the OC Loop, increase the use of active transportation travel modes, enhance safety and mobility for non-motorized users, advance efforts to achieve greenhouse gas reduction goals, improve aesthetics, access and maintenance to the Coyote Creek Channel, and enhance public health. In addition, the proposed project is a safety and mobility enhancement for the County of Orange.

Project Location: The OC Loop Segment O, P, and Q Coyote Creek Bikeway Project involves the construction of a 2.7-mile bikeway along the Coyote Creek flood control channel (i.e., Coyote Creek Channel) in the City of Cerritos on the south, through the City of La Mirada, to the City of Buena Park to the north. The proposed project would, at its southern terminus, begin at the existing Coyote Creek Bikeway (in the City of Cerritos) at the confluence of the north and east forks of the Coyote Creek Channel. The proposed project would trend in a northeast direction for approximately 2.7 miles, where it connects to Segment R of the Coyote Creek Bikeway at La Mirada Boulevard in the City of Buena Park.

Significant Environmental Effects: The IS/MND concludes that no significant unavoidable environmental effects would occur as a result of the proposed project. Potentially significant impacts related to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, public services, recreation, transportation, tribal cultural resources, and mandatory findings of significance would be mitigated to a less than significant level.

Public Review Period/Responses and Comments: The IS/MND will be available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15087. The County will accept responses and comments for 32 days, starting on **November 13, 2020 to December 15, 2020**. All comments must be submitted in written format; either in a letter or email format. Please indicate a contact person for your agency/organization and send your responses or comments to:

County of Orange, Development Services/Planning
 Attn: Kevin Shannon
 601 N. Ross Street
 Santa Ana, CA 92701
 Email: Kevin.Shannon@ocpw.ocgov.com

DOCUMENT AVAILABILITY: This IS/MND and associated materials are available for review during regular business hours at the following locations:

- County of Orange, 601 N. Ross Street, Santa Ana, CA 92701

The document is available online on the County of Orange's website at:

https://www.ocpublicworks.com/ds/planning/projects/4th_district/ocloopcreekbikewayproject

ATTACHMENT B: ORANGE COUNTY CLERK/RECORDER NOI POSTING/RECORDING NOVEMBER 16, 2020 INITIAL CIRCULATION



County of Orange

Notice of Intent to Adopt a Mitigated Negative Declaration

To: Agencies, Organizations, and Interested Parties
From: County of Orange, OC Public Works
Subject: Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration (IS/MND) for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project

The County of Orange, OC Public Works is the Lead Agency under the California Environmental Quality Act (CEQA) for the proposed project identified below. The County of Orange has prepared a Mitigated Negative Declaration to determine the environmental effects of the proposed project and finds issuance of a Mitigated Negative Declaration is the appropriate level of CEQA environmental review.

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ORGANIZATIONS AND INTERESTED PARTIES: The County of Orange requests your comments and concerns regarding the environmental issues associated with the proposed project.

Project Title: OC Loop Segments O, P, and Q Coyote Creek Bikeway Project

Project Description: The proposed 2.7-mile OC Loop Segment O, P, and Q Coyote Creek Bikeway Project is a component of a 66-mile regional bikeway corridor called the OC Loop. When constructed, the proposed project will close an existing bikeway gap in the OC Loop, increase the use of active transportation travel modes, enhance safety and mobility for non-motorized users, advance efforts to achieve greenhouse gas reduction goals, improve aesthetics, access and maintenance to the Coyote Creek Channel, and enhance public health. In addition, the proposed project is a safety and mobility enhancement for the County of Orange.

Project Location: The OC Loop Segment O, P, and Q Coyote Creek Bikeway Project involves the construction of a 2.7-mile bikeway along the Coyote Creek flood control channel (i.e., Coyote Creek Channel) in the City of Cerritos on the south, through the City of La Mirada, to the City of Buena Park to the north. The proposed project would, at its southern terminus, begin at the existing Coyote Creek Bikeway (in the City of Cerritos) at the confluence of the north and east forks of the Coyote Creek Channel. The proposed project would trend in a northeast direction for approximately 2.7 miles, where it connects to Segment R of the Coyote Creek Bikeway at La Mirada Boulevard in the City of Buena Park.

Significant Environmental Effects: The IS/MND concludes that no significant unavoidable environmental effects would occur as a result of the proposed project. Potentially significant impacts related to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, public services, recreation, transportation, tribal cultural resources, and mandatory findings of significance would be mitigated to a less than significant level.

Public Review Period/Responses and Comments: The IS/MND will be available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15087. The County will accept responses and comments for 32 days, starting on **November 13, 2020 to December 15, 2020**. All comments must be submitted in written format; either in a letter or email format. Please indicate a contact person for your agency/organization and send your responses or comments to:

County of Orange, Development Services/Planning
 Attn: Kevin Shannon
 601 N. Ross Street
 Santa Ana, CA 92701
 Email: Kevin.Shannon@ocpw.ocgov.com

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The document is available online on the County of Orange's website at:

https://www.ocpublicworks.com/ds/planning/projects/4th_district/ocloopcreekbikewayproject



**Initial Study and Mitigated Negative Declaration
(IS/MND) for the OC Loop Segments
O, P, and Q Coyote Creek Bikeway Project**

Prepared for:

OC Public Works



Jim Volz
601 N. Ross Street
Santa Ana, CA 92701
Telephone: 714-647-3904

Prepared by:



UltraSystems
Environmental & Engineering Solutions

UltraSystems Environmental Inc.
16431 Scientific Way
Irvine, CA 92618-4355
Telephone: 949.788.4900
FAX: 949.788.4901
www.ultrasystems.com

November 2020

POSTED

NOV 16 2020


ORANGE COUNTY CLERK-RECORDER DEPARTMENT
BY:  DEPUTY



❖ PROJECT INFORMATION SHEET ❖

PROJECT INFORMATION SHEET

1. **Project Title** OC Loop Segments O, P, and Q Coyote Creek Bikeway Project
2. **CEQA Lead Agency and Address** **County of Orange (CEQA Lead Agency)**
OC Public Works
601 North Ross Street
Santa Ana, CA 92701
3. **Contact and Phone Number** Jim Volz
601 N. Ross Street
Santa Ana, CA 92701
Telephone: 714-647-3904
4. **Project Applicant** County of Orange
OC Public Works
601 North Ross Street
Santa Ana, CA 92701
5. **Project Location** The location of OC Loop Segments O, P, and Q Coyote Creek Bikeway Project (proposed project) is along a gap in the 66-mile regional bikeway corridor called the OC Loop, designated Segments O, P, and Q. The proposed project is located along the length of Coyote Creek Channel, upstream and downstream of the Santa Ana Freeway (I-5 Freeway). The proposed project begins at the existing Coyote Creek Bikeway (in the City of Cerritos) where the Coyote Creek flood channel divides into north and east forks, the length is 2.7 miles connecting to another portion of the Coyote Creek Bikeway at La Mirada Boulevard/Malvern Avenue in the cities of Buena Park and La Mirada.
6. **Project Site General Plan Designation(s)**

<p style="text-align: center; font-size: 2em; font-weight: bold;">POSTED</p> <p style="text-align: center; font-weight: bold;">NOV 16 2020</p> <p>ORANGE COUNTY CLERK-RECORDER DEPARTMENT</p> <p>BY:  DEPUTY</p>	<p><u>OC Loop Segment O</u> City of La Mirada: Industrial City of Buena Park: Industrial, Office Manufacturing City of Cerritos: Low Density, Light Industrial</p> <p><u>OC Loop Segment P</u> City of La Mirada: Commercial, Industrial City of Buena Park: Industrial</p> <p><u>OC Loop Segment Q</u> City of La Mirada: Low Density Residential</p>
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❖ PROJECT INFORMATION SHEET ❖

7. Project Site Zoning Designation(s)

City of Buena Park: Low-Density Residential,
Planned Development, Open Space, Light
Industrial

OC Loop Segment O

City of La Mirada: M2-Industrial
City of Buena Park: MH Heavy Industrial
City of Cerritos: M-1 Emergency Shelter Overlay,
RS-5000 Single Family Residential

OC Loop Segment P

City of La Mirada: M-2 Industrial, C-4 General
Commercial
City of Buena Park: ML Light Industrial, MH Heavy
Industrial

OC Loop Segment Q

City of La Mirada: R-1 Single Family Residential
City of Buena Park: RS-6 One Family Residential,
ML Light Industrial, MH Heavy Industrial

8. Surrounding Land Uses and Setting

A variety of land uses are adjacent to the project site, including commercial, residential, open space, office, manufacturing, flood control channels, and industrial.

9. Description of Project

OC Loop Segment O, P, and Q Coyote Creek Bikeway Project involves the construction of a 2.7-mile bikeway along the Coyote Creek flood control channel (i.e., Coyote Creek Channel) in the City of Cerritos on the south, through the City of La Mirada, to the City of Buena Park to the north. The 2.7-mile bikeway is a component of a 66-mile regional bikeway corridor called the OC Loop. The proposed project would, at its southern terminus, begin at the existing Coyote Creek Bikeway (in the City of Cerritos) at the confluence of the north and east forks of the Coyote Creek Channel. The proposed project would trend in a northeast direction for approximately 2.7 miles, where it connects to Segment R of the Coyote Creek Bikeway at La Mirada Boulevard in the City of Buena Park.

When constructed, the proposed project will close an existing bikeway gap in the OC Loop, increase the use of active transportation travel modes, enhance safety and mobility for non-motorized

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NOV 16 2020

ORANGE COUNTY CLERK-RECORDER DEPARTMENT

BY:  DEPUTY



❖ PROJECT INFORMATION SHEET ❖

users, advance efforts to achieve greenhouse gas reduction goals, improve aesthetics, access and maintenance to the Coyote Creek Channel, and enhance public health. In addition, the proposed project is a safety and mobility enhancement for the County of Orange. Refer to **Section 3.0** of this document for additional details.

10. Coordinating Agencies**Federal:**

U.S. Army Corps of Engineers (USACE)

State:

California Department of Transportation (Caltrans)

California Department of Fish and Wildlife (CDFW)

California Public Utilities Commission (CPUC)

Metrolink/Southern California Regional Rail Authority (SCRRA)

State Water Resources Control Board (SWRCB)

Regional:

Los Angeles County Flood Control District (LACFCD)

Orange County Flood Control District (OCFCD)

Los Angeles Regional Water Quality Control Board - Region 4 (LARWQCB)

Santa Ana Regional Water Quality Control Board - Region 8 (SARWQCB)

Local:

OC Public Works

City of Cerritos

City of Buena Park

City of La Mirada

Railroads and Utilities:

Union Pacific Railroad (UPRR) and California Public Utilities Commission (CPUC)

Burlington Northern and Santa Fe (BNSF) Railway and CPUC

Chevron

Kinder-Morgan & U.S. Navy

POSTED
NOV 16 2020
ORANGE COUNTY CLERK-RECORDER DEPARTMENT
BY: [Signature] DEPUTY



❖ PROJECT INFORMATION SHEET ❖

AT&T & SCE

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.17 If so, has consultation begun?

Letters were sent by OC Public Works (OCPW), the Lead Agency, on May 21, 2020 to the four local Native American tribes on the recommended list maintained by OCPW. These were to the Gabrielino/Tongva San Gabriel Band of Mission Indians, the Gabrieleño Band of Mission Indians - Kizh Nation, the Juaneño Band of Mission Indians, and the Soboba Band of Luiseño Indians, as well as to the Fernandeño Tataviam Band of Mission Indians, the San Manuel Band of Mission Indians and the Tejon Tribe. One tribe replied stating that they did not wish to consult on the project, and the remaining six tribes did not respond to the OCPW's letter within the request period. Consultation has been completed. Refer to Section 4.18, Tribal Cultural Resources, of the document for additional information.

POSTED

NOV 16 2020

ORANGE COUNTY CLERK-RECORDER DEPARTMENT
 BY: [Signature] DEPUTY

ATTACHMENT C: ORANGE COUNTY REGISTER PROOF OF PUBLICATION AND TEAR SHEET NOVEMBER 15, 2020 INITIAL CIRCULATION

The Orange County Register

2190 S. Towne Centre Place Suite 100
Anaheim, CA 92806
714-796-2209

5248266

ULTRASYSTEMS ENVIRONMENTAL
ATTN: EMILY MAKINI
16431 SCIENTIFIC WAY
IRVINE, CA 92618

AFFIDAVIT OF PUBLICATION

STATE OF CALIFORNIA, }
County of Orange } SS.

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of The Orange County Register, a newspaper of general circulation, published in the city of Santa Ana, County of Orange, and which newspaper has been adjudged to be a newspaper of general circulation by the Superior Court of the County of Orange, State of California, under the date of November 19, 1905, Case No. A-21046, that the notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

11/15/2020

I certify (or declare) under the penalty of perjury under the laws of the State of California that the foregoing is true and correct:

Executed at Anaheim, Orange County, California, on
Date: November 15, 2020.



Signature

PROOF OF PUBLICATION

Legal No. 0011424661

County of Orange

Notice of Intent to Adopt a Mitigated Negative Declaration

To: Agencies, Organizations, and Interested Parties
From: County of Orange, OC Public Works
Subject: Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration (IS/MND) for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project

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Project Location: The OC Loop Segment O, P, and Q Coyote Creek Bikeway Project involves the construction of a 2.7 mile bikeway along the Coyote Creek flood control channel (i.e., Coyote Creek Channel) in the City of Cerritos on the south, through the City of La Mirada, to the City of Buena Park to the north. The proposed project would, at its southern terminus, begin at the existing Coyote Creek Bikeway (in the City of Cerritos) at the confluence of the north and east forks of the Coyote Creek Channel. The proposed project would trend in a northeast direction for approximately 2.7 miles, where it connects to Segment R of the Coyote Creek Bikeway at La Mirada Boulevard in the City of Buena Park.

Significant Environmental Effects: The IS/MND concludes that no significant unavoidable environmental effects would occur as a result of the proposed project. Potentially significant impacts related to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, public services, recreation, transportation, tribal cultural resources, and mandatory findings of significance would be mitigated to a less than significant level.

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County of Orange, Development Services/Planning
Attn: Kevin Shannon
601 N. Ross Street
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Email: Kevin.Shannon@ocpw.ocgov.com

DOCUMENT AVAILABILITY: This IS/MND and associated materials are available for review during regular business hours at the following locations:

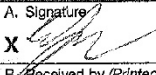
- County of Orange, 601 N. Ross Street, Santa Ana, CA 92701

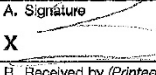
The document is available online on the County of Orange's website at:


https://www.ocpublicworks.com/ds/planning/projects/4th_district/ocloop_creekbikewayproject

Publish: Orange County Register November 15, 2020 11424661


ATTACHMENT D: CERTIFIED MAIL RECEIPTS

SENDER: COMPLETE THIS SECTION		COMPLETE THIS SECTION ON DELIVERY	
<p>■ Complete items 1, 2, and 3.</p> <p>■ Print your name and address on the reverse so that we can return the card to you.</p> <p>■ Attach this card to the back of the mailpiece, or on the front if space permits.</p>		<p>A. Signature X </p> <p><input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p>	
<p>1. Article Addressed to:</p> <p>South Coast Air Quality Management District 21865 Copley Drive Diamond Bar, CA 91765-4178</p>		<p>B. Received by (Printed Name)</p>	<p>C. Date of Delivery</p>
<p>2. Article Number (Transfer from service label):</p> <p>7015 1730 0000 5432 4550</p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Insured Mail Restricted Delivery (over \$500)</p>		<p><input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Signature Confirmation Restricted Delivery</p>	
<p>PS Form 3811, July 2015 PSN 7530-02-000-9053 Domestic Return Receipt</p>			

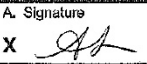
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<p>1. Article Addressed to:</p> <p>Gabrieleño Band of Mission Indians - Kizh Nation Attn: Andrew Salas, Chairperson PO Box 393 Covina CA 91723</p>		<p>B. Received by (Printed Name)</p>	<p>C. Date of Delivery 11-16-20</p>
<p>2. Article Number (Transfer from service label):</p> <p>7013 1090 0001 7360 3858</p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Insured Mail Restricted Delivery (over \$500)</p>		<p><input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Signature Confirmation Restricted Delivery</p>	
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<p>1. Article Addressed to:</p> <p>Orange County Transportation Authority, Executive Director, Planning PO Box 14184 Orange, CA 92863-1584</p>		<p>B. Received by (Printed Name)</p>	<p>C. Date of Delivery NOV 17 2020</p>
<p>2. Article Number (Transfer from service label):</p> <p>7013 1090 0001 7360 3834</p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Insured Mail Restricted Delivery (over \$500)</p>		<p><input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Signature Confirmation Restricted Delivery</p>	
<p>PS Form 3811, July 2015 PSN 7530-02-000-9053 Domestic Return Receipt</p>			

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<p>1. Article Addressed to:</p> <p>Orange County Transportation Authority 550 South Main Street Orange, CA 92863-1584</p>		<p>B. Received by (Printed Name) <u>DE</u> C. Date of Delivery <u>Nov 17 2011</u></p>	
<p>2. Article Number (Transfer from service label) <u>713 1090 0001 7360 4077</u></p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If YES, enter delivery address below:</p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express®</p> <p><input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™</p> <p><input type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery</p> <p><input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise</p> <p><input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation™</p> <p><input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery</p> <p><input type="checkbox"/> Insured Mail (over \$500)</p>			
PS Form 3811, July 2015 PSN 7530-02-000-9053		Domestic Return Receipt	




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<p>1. Article Addressed to:</p> <p>Orange County Sanitation District 10844 Ellis Avenue Fountain Valley, CA 92708-7018</p>		<p>B. Received by (Printed Name) <u>Moses Comag</u> C. Date of Delivery <u>11/17/20</u></p>	
<p>2. Article Number (Transfer from service label) <u>7013 1090 0001 7360 3803</u></p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If YES, enter delivery address below:</p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express®</p> <p><input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™</p> <p><input type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery</p> <p><input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise</p> <p><input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation™</p> <p><input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery</p> <p><input type="checkbox"/> Insured Mail (over \$500)</p>			
PS Form 3811, July 2015 PSN 7530-02-000-9053		Domestic Return Receipt	

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<p>1. Article Addressed to:</p> <p>LA County Flood Control District Land Development Division 900 S. Fremont Avenue, 3rd Floor Alhambra, CA 91803</p>		<p>B. Received by (Printed Name) <u>A. Sheday</u> C. Date of Delivery</p>	
<p>2. Article Number (Transfer from service label) <u>7017 0530 0000 4589 4614</u></p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If YES, enter delivery address below:</p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express®</p> <p><input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™</p> <p><input type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery</p> <p><input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise</p> <p><input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation™</p> <p><input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery</p> <p><input type="checkbox"/> Insured Mail (over \$500)</p>			
PS Form 3811, July 2015 PSN 7530-02-000-9053		Domestic Return Receipt	


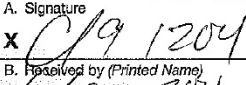
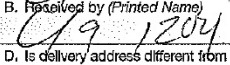
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<p>1. Article Addressed to:</p> <p>Orange County Parks 13042 Old Myford Road Irvine, CA 92602</p>		<p>B. Received by (Printed Name) <i>Alvin Vasquez</i> C. Date of Delivery <i>11/16/20</i></p>	
<p>2. Article Number (Transfer from service label): 9590 9402 5567 9274 7631 95</p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Signature Confirmation Restricted Delivery over \$500</p>			
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<p>1. Article Addressed to:</p> <p>Orange County Clerk-Recorder 24031 El Toro Rd, Ste 150 Laguna Hills, CA 92653</p>		<p>A. Signature <input checked="" type="checkbox"/> <i>Colly</i> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p>	
<p>2. Article Number (Transfer from service label): 9590 9402 5567 9274 7631 64</p>		<p>B. Received by (Printed Name) <i>Colly</i> C. Date of Delivery <i>11/16/20</i></p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Signature Confirmation Restricted Delivery over \$500</p>			
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<p>1. Article Addressed to:</p> <p>Orange County Water District PO Box 8300 Fountain Valley, CA 92728-8300</p>		<p>A. Signature <input checked="" type="checkbox"/> <i>DE</i> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p>	
<p>2. Article Number (Transfer from service label): 9590 9402 5567 9274 7609 96</p>		<p>B. Received by (Printed Name) <i>DE</i> C. Date of Delivery <i>11/16/20</i></p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Signature Confirmation Restricted Delivery over \$500</p>			
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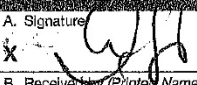
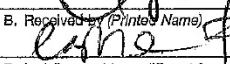
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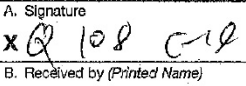
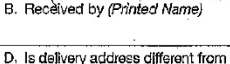
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<p>1. Article Addressed to:</p> <p>Buena Park Library District 7150 La Palma Ave Buena Park, CA 90620</p>		<p>B. Received by (Printed Name)</p> <p>C. Date of Delivery</p>	
<p>2. Article Number (Transfer from service label)</p> <p>7017 0530 0000 4589 4584</p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Insured Mail Restricted Delivery (over \$500)</p>		<p><input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Signature Confirmation Restricted Delivery</p>	
PS Form 3811, July 2015 PSN 7530-02-000-9053 Domestic Return Receipt			
SENDER: COMPLETE THIS SECTION		COMPLETE THIS SECTION ON DELIVERY	
<p>■ Complete items 1, 2, and 3.</p> <p>■ Print your name and address on the reverse so that we can return the card to you.</p> <p>■ Attach this card to the back of the mailpiece, or on the front if space permits.</p>		<p>A. Signature X <i>R. Lopez</i></p> <p><input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p>	
<p>1. Article Addressed to:</p> <p>Los Angeles County Sheriff's Dept. La Mirada Community Sheriff's Station 13716 La Mirada Blvd. La Mirada, CA 90638</p>		<p>B. Received by (Printed Name) R. LOPEZ</p> <p>C. Date of Delivery</p>	
<p>2. Article Number (Transfer from service label)</p> <p>7017 0530 0000 4589 4545</p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Insured Mail Restricted Delivery (over \$500)</p>		<p><input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Signature Confirmation Restricted Delivery</p>	
PS Form 3811, July 2015 PSN 7530-02-000-9053 Domestic Return Receipt			
SENDER: COMPLETE THIS SECTION		COMPLETE THIS SECTION ON DELIVERY	
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<p>1. Article Addressed to:</p> <p>La Mirada Library 13800 La Mirada Blvd La Mirada, CA 90638</p>		<p>B. Received by (Printed Name) Allison Ortiz</p> <p>C. Date of Delivery</p>	
<p>2. Article Number (Transfer from service label)</p> <p>7017 0530 0000 4589 4591</p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Insured Mail Restricted Delivery (over \$500)</p>		<p><input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Signature Confirmation Restricted Delivery</p>	
PS Form 3811, July 2015 PSN 7530-02-000-9053 Domestic Return Receipt			

❖ RESPONSES TO COMMENTS ❖

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<p>1. Article Addressed to:</p> <p>Norwalk-La Mirada Unified School Dist. Dr. Hasmik Danielian, Superintendent 12820 Pioneer Blvd. Norwalk, CA 90650</p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>	
<p>2. Article Number (Transfer from service label) 7013 1090 0001 7360 4992</p>		<p>3. Service Type <input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Adult Signature <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Restricted Delivery (over \$500)</p>	
PS Form 3811, July 2015 PSN 7530-02-000-9053		Domestic Return Receipt	
<p>SENDER: COMPLETE THIS SECTION</p> <p>■ Complete items 1, 2, and 3.</p> <p>■ Print your name and address on the reverse so that we can return the card to you.</p> <p>■ Attach this card to the back of the mailpiece, or on the front if space permits.</p>		<p>COMPLETE THIS SECTION ON DELIVERY</p> <p>A. Signature X <u>Gabrieleno/Tongva San Gabriel Band of Mission Indians</u> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p> <p>B. Received by (Printed Name) <u>Attn: Anthony Morales, Chairperson</u> <input type="checkbox"/> Addressee</p> <p>C. Date of Delivery <u>11/16</u></p>	
<p>1. Article Addressed to:</p> <p>Gabrieleno/Tongva San Gabriel Band of Mission Indians Attn: Anthony Morales, Chairperson PO Box 693 San Gabriel CA 91778</p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>	
<p>2. Article Number (Transfer from service label) 7013 1090 0001 7360 3865</p>		<p>3. Service Type <input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Adult Signature <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Restricted Delivery (over \$500)</p>	
PS Form 3811, July 2015 PSN 7530-02-000-9053		Domestic Return Receipt	
<p>SENDER: COMPLETE THIS SECTION</p> <p>■ Complete items 1, 2, and 3.</p> <p>■ Print your name and address on the reverse so that we can return the card to you.</p> <p>■ Attach this card to the back of the mailpiece, or on the front if space permits.</p>		<p>COMPLETE THIS SECTION ON DELIVERY</p> <p>A. Signature X <u>County of Orange Waste and Recycling</u> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p> <p>B. Received by (Printed Name) <u>Facilities Planning and Management</u> <input type="checkbox"/> Addressee</p> <p>C. Date of Delivery <u>1/26</u></p>	
<p>1. Article Addressed to:</p> <p>County of Orange Waste and Recycling Facilities Planning and Management 320 N. Flower Street Santa Ana, CA 92703</p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>	
<p>2. Article Number (Transfer from service label) 7013 1090 0001 7360 5005</p>		<p>3. Service Type <input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Adult Signature <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Restricted Delivery (over \$500)</p>	
PS Form 3811, July 2015 PSN 7530-02-000-9053		Domestic Return Receipt	

❖ RESPONSES TO COMMENTS ❖

SENDER: COMPLETE THIS SECTION		COMPLETE THIS SECTION ON DELIVERY	
<p>■ Complete items 1, 2, and 3.</p> <p>■ Print your name and address on the reverse so that we can return the card to you.</p> <p>■ Attach this card to the back of the mailpiece, or on the front if space permits.</p>		<p>A. Signature X <i>Beatriz Aguilar</i> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p>	
<p>1. Article Addressed to:</p> <p>City of La Mirada Attn: Public Works Dept Head 15515 Phoebe Avenue La Mirada, CA 90638</p>		<p>B. Received by (Printed Name) <i>Beatriz Aguilar</i></p> <p>C. Date of Delivery <i>11/16/20</i></p>	
<p>2. Article Number (Transfer from service label) 7015 1730 0000 5432 4529</p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>	
<p>PS Form 3811, July 2015 PSN 7530-02-000-9053</p>		<p>Domestic Return Receipt</p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express®</p> <p><input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™</p> <p><input type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery</p> <p><input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise</p> <p><input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation™</p> <p><input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery</p> <p><input type="checkbox"/> Insured Mail <input type="checkbox"/> Signature Confirmation Restricted Delivery (per \$500)</p>			
<p>PS Form 3811, July 2015 PSN 7530-02-000-9053</p>		<p>Domestic Return Receipt</p>	
<p>SENDER: COMPLETE THIS SECTION</p> <p>■ Complete items 1, 2, and 3.</p> <p>■ Print your name and address on the reverse so that we can return the card to you.</p> <p>■ Attach this card to the back of the mailpiece, or on the front if space permits.</p>		<p>A. Signature X <i>E. Cendajas</i> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p>	
<p>1. Article Addressed to:</p> <p>City of Norwalk Attn: Public Services Dept Head 12650 E. Imperial Highway Norwalk, CA 90650</p>		<p>B. Received by (Printed Name) <i>Elijah Cendajas</i></p> <p>C. Date of Delivery <i>11/16/2020</i></p>	
<p>2. Article Number (Transfer from service label) 7015 1730 0000 5432 4543</p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>	
<p>PS Form 3811, July 2015 PSN 7530-02-000-9053</p>		<p>Domestic Return Receipt</p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express®</p> <p><input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™</p> <p><input type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery</p> <p><input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise</p> <p><input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation™</p> <p><input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery (per \$500)</p>			
<p>PS Form 3811, July 2015 PSN 7530-02-000-9053</p>		<p>Domestic Return Receipt</p>	
<p>SENDER: COMPLETE THIS SECTION</p> <p>■ Complete items 1, 2, and 3.</p> <p>■ Print your name and address on the reverse so that we can return the card to you.</p> <p>■ Attach this card to the back of the mailpiece, or on the front if space permits.</p>		<p>A. Signature X <i>SL</i> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p>	
<p>1. Article Addressed to:</p> <p>Southern California Gas Co. ATTN: Chris Gonzalez 12460 Mar Vista Dr. Whittier, CA 90602-1135</p>		<p>B. Received by (Printed Name) <i>261</i></p> <p>C. Date of Delivery <i>11/16</i></p>	
<p>2. Article Number (Transfer from service label) 7013 1090 0001 7360 3766</p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p>	
<p>PS Form 3811, July 2015 PSN 7530-02-000-9053</p>		<p>Domestic Return Receipt</p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express®</p> <p><input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™</p> <p><input type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery</p> <p><input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise</p> <p><input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation™</p> <p><input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery (per \$500)</p>			

❖ RESPONSES TO COMMENTS ❖

SENDER: COMPLETE THIS SECTION		COMPLETE THIS SECTION ON DELIVERY	
<p>■ Complete items 1, 2, and 3.</p> <p>■ Print your name and address on the reverse so that we can return the card to you.</p> <p>■ Attach this card to the back of the mailpiece, or on the front if space permits.</p> <p>1. Article Addressed to:</p> <p>Orange County Fire Authority Attn: Tamara Rivers, 1 Fire Authority Way Irvine, CA 92619</p> <p>9590 9402 5567 9274 7608 80</p> <p>2. Article Number (Transfer from service label) 7013 1090 0001 7360 3702</p>		<p>A. Signature X <i>[Signature]</i> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p> <p>B. Received by (Printed Name) <i>FIKE</i></p> <p>C. Date of Delivery <i>11-16-16</i></p> <p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p> <p>3. Service Type <input type="checkbox"/> Adult Signature <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Insured Mail Restricted Delivery (over \$500) <input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Signature Confirmation Restricted Delivery</p>	
PS Form 3811, July 2015 PSN 7530-02-000-9053		Domestic Return Receipt	
<p>SENDER: COMPLETE THIS SECTION</p> <p>■ Complete items 1, 2, and 3.</p> <p>■ Print your name and address on the reverse so that we can return the card to you.</p> <p>■ Attach this card to the back of the mailpiece, or on the front if space permits.</p> <p>1. Article Addressed to:</p> <p>Los Angeles County Sanitation District 22 1955 Workman Mill Road Whittier, CA 90601</p> <p>9590 9402 5567 9274 7609 03</p> <p>2. Article Number (Transfer from service label) 7013 1090 0001 7360 3704</p>		<p>A. Signature X <i>[Signature]</i> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p> <p>B. Received by (Printed Name) <i>LA COUNTY SANIT. DIST.</i></p> <p>C. Date of Delivery</p> <p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p> <p>3. Service Type <input type="checkbox"/> Adult Signature <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Insured Mail Restricted Delivery (over \$500) <input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Signature Confirmation Restricted Delivery</p>	
PS Form 3811, July 2015 PSN 7530-02-000-9053		Domestic Return Receipt	
<p>SENDER: COMPLETE THIS SECTION</p> <p>■ Complete items 1, 2, and 3.</p> <p>■ Print your name and address on the reverse so that we can return the card to you.</p> <p>■ Attach this card to the back of the mailpiece, or on the front if space permits.</p> <p>1. Article Addressed to:</p> <p>Metropolitan Water District of Southern California Attn: MWD Environmental Planning 700 North Alameda Street Los Angeles, CA 90012</p> <p>9590 9402 5567 9274 7609 34</p> <p>2. Article Number (Transfer from service label) 7013 1090 0001 7360 3735</p>		<p>A. Signature X <i>[Signature]</i> <input type="checkbox"/> Agent <input type="checkbox"/> Addressee</p> <p>B. Received by (Printed Name) <i>V. Maddox</i></p> <p>C. Date of Delivery <i>11-16-16</i></p> <p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes If YES, enter delivery address below: <input type="checkbox"/> No</p> <p>3. Service Type <input type="checkbox"/> Adult Signature <input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Certified Mail® <input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Insured Mail <input type="checkbox"/> Insured Mail Restricted Delivery (over \$500) <input type="checkbox"/> Priority Mail Express® <input type="checkbox"/> Registered Mail™ <input type="checkbox"/> Registered Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise <input type="checkbox"/> Signature Confirmation™ <input type="checkbox"/> Signature Confirmation Restricted Delivery</p>	
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<p>1. Article Addressed to:</p> <p>Buena Park School District Dr. Ramon Miramontes, Superintendent 6885 Orangethorpe Ave Buena Park, CA 90620</p>		<p>B. Received by (Printed Name) <i>J. Weget</i></p>	
<p>2. Article Number (Transfer from service label) 7017 0530 0000 4589 4669</p>		<p>C. Date of Delivery 11-16-20</p>	
<p>3. Service Type</p> <p><input type="checkbox"/> Adult Signature <input type="checkbox"/> Priority Mail Express®</p> <p><input type="checkbox"/> Adult Signature Restricted Delivery <input type="checkbox"/> Registered Mail™</p> <p><input type="checkbox"/> Certified Mail® <input type="checkbox"/> Registered Mail Restricted Delivery</p> <p><input type="checkbox"/> Certified Mail Restricted Delivery <input type="checkbox"/> Return Receipt for Merchandise</p> <p><input type="checkbox"/> Collect on Delivery <input type="checkbox"/> Signature Confirmation™</p> <p><input type="checkbox"/> Collect on Delivery Restricted Delivery <input type="checkbox"/> Signature Confirmation Restricted Delivery</p> <p><input type="checkbox"/> Insured Mail <input type="checkbox"/> Insured Mail Restricted Delivery (over \$500)</p>		<p>D. Is delivery address different from item 1? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If YES, enter delivery address below:</p>	

9590 9402 5567 9274 7633 62

PS Form 3811, July 2015 PSN 7530-02-000-9053 Domestic Return Receipt

ATTACHMENT E1: LETTER SENT TO THE NATIVE AMERICAN HERITAGE COMMISSION AS PART OF THE PHASE I CULTURAL RESOURCES REPORT



January 28, 2020

Government Program Analyst
Native American Heritage Commission
1550 Harbor Blvd., Suite 100
West Sacramento, California 95691

Subject: Cultural Resources Study, Orange County Loop Segments O, P, and Q Project, in the Cities of Cerritos, La Palma, Buena Park and La Mirada, Orange County, California. UltraSystems Environmental Project No. 7034.

Dear NAHC Staff,

UltraSystems Environmental, Inc. (UEI) has been contracted by GHD Inc. to conduct a cultural resources inventory in support of the Orange County Loop Segments O, P, and Q Project (Project). The Project consists of the proposed construction of 2.7 miles of OC Loop Segments O, P and Q for continuous off-road facility for bikes and pedestrians in the cities of Cerritos, La Palma, Buena Park and La Mirada, Orange County. I am requesting a Native American contact list of interested tribes, organizations and individuals in the general Project area, and a search of the Sacred Lands File for potential traditional cultural sites.

The proposed Project would include the construction of 2.7 miles of continuous off-road facility for bikes and pedestrians along the Los Coyotes Creek. The project begins in Segment O where the existing bikeway along Coyote Creek turns north along the North Fork of the channel and ends in Segment Q at La Mirada Blvd. Several architectural elements will be added including several pedestrian/bike bridge and pathways undercrossings at roads and railroad corridors.

The Project is located in the cities of Cerritos, La Palma, Buena Park and La Mirada, and is specifically located along the Los Coyotes Creek from the conjunction of the Los Coyotes Creek and the La Canada Verde Creek in the west to where the Los Coyotes Creek meets La Mirada Blvd in the east. The project can be found on the *Los Alamitos, Calif.*, USGS topographical quadrangle, R 11 W, T 3 S, in the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$, the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$, and the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 33; R 11 W, T 3 S, in the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$, the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$, and the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 34; R 11 W, T 3 S, in the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 27. The project can also be found of the *Whittier, Calif.*, USGS topographical quadrangle, R 11 W, T 3 S, in the NW $\frac{1}{4}$ of the SE $\frac{1}{4}$, the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$, and the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 27; R 11 W, T 3 S, in the NW $\frac{1}{4}$ of the SW $\frac{1}{4}$, the NE $\frac{1}{4}$ of the SW $\frac{1}{4}$, and the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 26; as well as *La Habra, Calif.*, USGS topographical quadrangle, R 11 W, T 3 S, in the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$, and the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of Section 26. The Project site is located in a fully urbanized area with single family residences, commercial businesses in all directions. This is shown on the enclosed map and the Project area is depicted with a half-mile buffer zone.

If you require additional information or have any questions, please contact me.

Thank you for your help.

Sincerely,

Stephen O'Neil, M.A., RPA
Cultural Resources Manager
soneil@ultrasystems.com

Corporate Office – Orange County
16431 Scientific Way
Irvine, CA 92618-7443
Telephone: 949.788.4900, ext. 276
Facsimile: 949.788.4901
Website: www.ultrasystems.com

ATTACHMENT E2: RESPONSE LETTER FROM THE NATIVE AMERICAN HERITAGE COMMISSION



STATE OF CALIFORNIA

Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION

February 11, 2020

Stephen O'Neil
UltraSystemsVia Email to: sonell@ultrasystems.com**Re: Orange County Loop Segments O, P, and Q Project, Orange County**

Dear Mr. O'Neil:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: steven.quinn@nahc.ca.gov.

Sincerely,

Steven Quinn
Associate Governmental Program Analyst

Attachment

CHAIRPERSON
Laura Miranda
LuisenoVICE CHAIRPERSON
Reginald Pagaling
ChumashSECRETARY
Merrill Lopez-Keller
LuisenoPARLIAMENTARIAN
Russell Attebery
KarukCOMMISSIONER
Marshall McKay
WintunCOMMISSIONER
William Mungary
Paiute/White Mountain
ApacheCOMMISSIONER
Joseph Myers
PomoCOMMISSIONER
Julie Tumamait-Stenslie
ChumashCOMMISSIONER
[Vacant]EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Page 1 of 1

Native American Heritage Commission
Native American Contact List
Orange County
2/11/2020

**Gabrieleno Band of Mission
Indians - Kizh Nation**

Andrew Salas, Chairperson
P.O. Box 393
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

Gabrieleno

**Gabrieleno/Tongva San Gabriel
Band of Mission Indians**

Anthony Morales, Chairperson
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GTtribalcouncil@aol.com

Gabrieleno

Gabrielino /Tongva Nation

Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St.,
#231
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

Gabrielino

**Gabrielino Tongva Indians of
California Tribal Council**

Robert Dorame, Chairperson
P.O. Box 490
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino

Gabrielino-Tongva Tribe

Charles Alvarez,
23454 Vanowen Street
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

Gabrielino

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Orange County Loop Segments O, P, and Q Project, Orange County.

PROJ-2020-
000719

02/11/2020 07:48 AM

1 of 1

ATTACHMENT E3: LETTERS SENT TO THE NATIVE AMERICAN TRIBES AS PART OF THE PHASE I CULTURAL RESOURCES REPORT



February 17, 2020

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

Subject: Cultural Resources Study, Orange County Loop Segments O, P, and Q Project, in the Cities of Cerritos, La Palma, Buena Park and La Mirada, Orange County, California. UltraSystems Environmental Project No. 7034.

Dear Mr. Alvarez,

UltraSystems Environmental, Inc. (UEI) has been contracted by GHD Inc. to conduct a cultural resources inventory in support of the Orange County Loop Segments O, P, and Q Project (Project). The Project consists of the proposed construction of 2.7 miles of OC Loop Segments O, P and Q for continuous off-road facility for bikes and pedestrians in the cities of Cerritos, La Palma, Buena Park and La Mirada, Orange County. UltraSystems is conducting a cultural resources study to evaluate the potential presence of prehistoric and historic resources within the project boundary.

The proposed Project would include the construction of 2.7 miles of continuous off-road facility for bikes and pedestrians along the Los Coyotes Creek. The project begins in Segment O where the existing bikeway along Coyote Creek turns north along the North Fork of the channel and ends in Segment Q at La Mirada Blvd. Several architectural elements will be added including several pedestrian/bike bridge and pathway undercrossings at roads and railroad corridors.

As part of the cultural resources study for the project I am writing to request the Gabrielino-Tongva Tribe input on potential Native American resources in or near the Area of Potential effect (APE). In a letter dated February 11, 2020, the Native American Heritage Commission stated: "A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative [emphasis in the original]."

The Project is located in the cities of Cerritos, La Palma, Buena Park and La Mirada, and is specifically located along the Los Coyotes Creek from the conjunction of the Los Coyotes Creek and the La Canada Verde Creek in the west to where the Los Coyotes Creek meets La Mirada Blvd in the east. The project can be found on the *Los Alamitos, Calif.*, USGS topographical quadrangle, R 11 W, T 3 S, in the NE ¼ of the NE ¼, the SE ¼ of the NE ¼, and the SW ¼ of the NE ¼ of Section 33; R 11 W, T 3 S, in the NW ¼ of the NW ¼, the NE ¼ of the NW ¼, and the NW ¼ of the NE ¼ of Section 34; R 11 W, T 3 S, in the SW ¼ of the SE ¼ of Section 27. The project can also be found of the *Whittier, Calif.*, USGS topographical quadrangle, R 11 W, T 3 S, in the NW ¼ of the SE ¼, the NE ¼ of the SE ¼, and the SW ¼ of the SE ¼ of Section 27; R 11 W, T 3 S, in the NW ¼ of the SW ¼, the NE ¼ of the SW ¼, and the SW ¼ of the NE ¼ of Section 26; as well as *La Habra, Calif.*, USGS topographical quadrangle, R 11 W, T 3 S, in the SW ¼ of the NE ¼, and the NE ¼ of the NE ¼ of Section 26. The Project site is located in a fully urbanized area with single family residences, commercial businesses in all directions. This is shown on the enclosed map and the Project area is depicted with a half-mile buffer zone.

If you require additional information or have any questions, please contact me.

Thank you for your help.

Sincerely,

Stephen O'Neil, M.A., RPA
Cultural Resources Manager
soneil@ultrasystems.com

Corporate Office – Orange County
16431 Scientific Way
Irvine, CA 92618-7443
Telephone: 949.788.4900, ext. 276
Facsimile: 949.788.4901
Website: www.ultrasystems.com



February 17, 2020

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

Subject: Cultural Resources Study, Orange County Loop Segments O, P, and Q Project, in the Cities of Cerritos, La Palma, Buena Park and La Mirada, Orange County, California. UltraSystems Environmental Project No. 7034.

Dear Chairperson Dorame,

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If you require additional information or have any questions, please contact me.

Thank you for your help.

Sincerely,

Stephen O'Neil, M.A., RPA
Cultural Resources Manager
soneil@ultrasystems.com

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16431 Scientific Way
Irvine, CA 92618-7443
Telephone: 949.788.4900, ext. 276
Facsimile: 949.788.4901
Website: www.ultrasystems.com



February 17, 2020

Sandonne Goad, Chairperson
Gabrielino /Tongva Nation
106 ½ Judge John Aiso St., #231
Los Angeles, CA, 90012

Subject: Cultural Resources Study, Orange County Loop Segments O, P, and Q Project, in the Cities of Cerritos, La Palma, Buena Park and La Mirada, Orange County, California. UltraSystems Environmental Project No. 7034.

Dear Chairperson Goad,

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Thank you for your help.

Sincerely,

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Cultural Resources Manager
soneil@ultrasystems.com

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Facsimile: 949.788.4901
Website: www.ultrasystems.com



February 17, 2020

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

Subject: Cultural Resources Study, Orange County Loop Segments O, P, and Q Project, in the Cities of Cerritos, La Palma, Buena Park and La Mirada, Orange County, California. UltraSystems Environmental Project No. 7034.

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If you require additional information or have any questions, please contact me.

Thank you for your help.

Sincerely,

Stephen O'Neil, M.A., RPA
Cultural Resources Manager
sonell@ultrasystems.com

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16431 Scientific Way
Irvine, CA 92618-7443
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February 17, 2020

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

Subject: Cultural Resources Study, Orange County Loop Segments O, P, and Q Project, in the Cities of Cerritos, La Palma, Buena Park and La Mirada, Orange County, California. UltraSystems Environmental Project No. 7034.

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Sincerely,

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ATTACHMENT F: AB 52 TRIBAL CONSULTATION LETTERS FROM THE COUNTY OF ORANGE TO THE NATIVE AMERICAN TRIBES



May 20, 2020

Jairo Avila
Tribal Historic and Cultural Preservation Officer
Fernandeño Tataviam Band of Mission Indians
1019 Second Street
San Fernando CA, 91340

VIA CERTIFIED MAIL

Subject: AB 52 Notification for the OC Loop Segments O, P, Q Project

Dear Jairo Avila:

Orange County Public Works, OC Development Services/Planning provides this notice pursuant to the provisions of Assembly Bill 52 and Section 21080.3.1(d) of the Public Resources Code, requiring formal notification of projects in the geographic area that is traditionally and culturally affiliated with your tribe. Pursuant to Public Resources Code Section 21080.3.1, California Native American tribes have 30 days from receipt of this notification to request consultation with OC Development Services/Planning regarding possible significant effects that implementation of this project may have on Tribal Cultural Resources. However, this deadline may be affected by various Executive Orders issued by the Governor.

OC Loop Segments O, P, Q (proposed project) of the primary alignment involves the construction of a 2.7-mile Class I Bikeway along the Coyote Creek storm drain channel in the City of Cerritos on the south, through the City of Buena Park, to the City of La Mirada to the north. The 2.7-mile Class I Bikeway is a component of a 66-mile regional bikeway corridor called the OC Loop. The proposed project would be located along the northwest Orange County/southwest Los Angeles County border. The proposed project would close an existing bikeway gap along the OC Loop with a Class I bikeway/path physically separated from vehicular traffic.

Segment O is the southernmost portion of the project area and is located within the cities of Cerritos and Buena Park. Segment O begins at the existing Coyote Creek Bikeway at the confluence of the channel's east and north forks. The segment runs east northeast for approximately 4,800 feet, or 0.91 mile, along the east fork of the Coyote Creek Channel to Artesia Boulevard. at the confluence of the north and east forks of the flood control channel, a 200 foot long and 12-foot wide prefabricated pedestrian bowstring truss bridge will be installed across Coyote Creek at the north fork.

Approximately 1,570 linear feet of 12- to 16-foot wide asphalt would be placed upstream of the prefabricated bridge to Valley View Avenue. About 1,750 cubic feet of asphaltic concrete used for the existing maintenance road would be removed and recycled before any new asphalt paving would be



County Administration South
601 North Ross Street
Santa Ana, California 92701



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Santa Ana, CA 92702-4048



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(714) 667-8800



OCPublicWorks.com



placed. Fencing, such as a five-foot high chain link fence or four-foot tall cable fence with six strands of cable may be installed on one or both sides. The fencing may be installed along the entire 2.7 miles of new bike trail if necessary. The existing concrete slope under the Valley View Bridge would be removed and steepened to near vertical to accommodate the new 12-foot wide trail undercrossing. Upstream of the Valley View undercrossing to Artesia Boulevard, approximately 3,010 feet of 14- to 16-foot wide asphalt paving would be placed adjacent to the flood control channel.

Segment P is located generally within the City of La Mirada in Los Angeles County and runs parallel to the north side of the Coyote Creek channel from the Artesia Boulevard undercrossing to Knott Avenue. It is approximately 3,000 feet long (equivalent to 0.57 mile) and crosses under the Santa Ana / Interstate 5 (I-5) freeway, its frontage roads (South and North Firestone Boulevard), and the Union Pacific Railroad (UPRR) industrial lead. It includes 1,085 linear feet of new 14- to 16-foot-wide asphalt trail. Segment P begins at the Artesia Boulevard undercrossing, where there is currently a six-foot wide strip of exposed dirt under the bridge between the bridge abutment and the vertical wall of the flood control channel. Several concrete columns would be installed into the six-foot wide strip of exposed soil between the bridge abutment wall and the concrete channel wall. The concrete columns would support a 13-foot-wide concrete deck, six to seven feet of which will cantilever over the flood control channel.

The next feature in Segment P would be a 120-foot-long box jack of a reinforced concrete box culvert underground tunnel under the UPRR Industrial Lead. The project proposes an open cut of South Firestone Boulevard west of Coyote Creek and the installation of a 12-foot-wide by 9-foot-tall precast concrete box under the road. The section under the I-5 and North Firestone Boulevard would need to be excavated to accommodate the proposed 12-foot-wide bike trail. Upstream of the I-5 and North Firestone Boulevard, the trail would continue adjacent to the top of the flood control channel. Approximately 1,550 linear feet of 14- to 16-foot wide asphalt trail would be placed between North Firestone Boulevard and Knott Avenue.

Segment Q extends from Knott Avenue to Stage Road and ends at La Mirada Boulevard in Buena Park and is approximately one mile long. Segment Q would be a signalized at-grade crossing at Knott Avenue. Traffic signals with push button activation and crosswalk striping would be installed. Approximately 420 linear feet of 12- to 14-foot-wide asphalt trail would be installed upstream of Knott Avenue. Upstream of Knott Avenue (downstream of the confluence of Coyote Creek and Brea Creek) would be an at-grade crossing of a railroad industrial lead. A 144-foot-long bore and jack of a reinforced concrete box culvert tunnel under an existing BNSF and Metrolink railway bridge, which carries three tracks as well as a railroad turnout (i.e., railroad switch) would be included. Between the BNSF/Metrolink undercrossing and Stage Road, would be an open U-channel to contain the new trail. The vertical U channel walls would vary from 0 feet to about 13 feet high. An at-grade crossing of Stage



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Road in Buena Park and a fully signalized intersection will be located at McComber Road approximately 500 feet west of the channel.

Upstream from Stage Road will be about 560 feet of new 12- to 16-foot wide asphalt paving along the right bank of Coyote Creek. To meet up with the already constructed OC Loop Segment R on the other side of the channel, a prefabricated pedestrian steel cable arch bridge or bowstring arch bridge, similar to the one being installed at the beginning of the project but much shorter, will be installed across Coyote Creek. The bridge would be approximately 50 feet long, no more than about five to eight feet high and 12 feet wide.

The new and existing bike trail would be connected by directing cyclists onto La Mirada Boulevard and constructing a new 12-foot wide asphalt Class I trail on both sides of La Mirada Boulevard for a distance of 280 feet (on each side) where bicyclists could cross via an existing signalized intersection at the entrance of the Los Coyotes Shopping Center. Several ornamental trees would be removed and minor grading would be conducted to install the new Class I trail. The existing sidewalks for this 280 foot reach of La Mirada Avenue would be included in the Class I trail.

In addition, the proposed project involves the construction of approximately 1 mile of a 12-foot-wide Class I Bikeway connecting with the proposed OC Loop Segment O Coyote Creek bikeway and the proposed City of La Mirada Class 2/Class 3 bikeway system running through La Mirada to Buena Park at Stage Road. This project, in combination with the City of La Mirada Bikeway Improvement Project, would allow regional access in Buena Park and La Mirada to the greater OC Loop, and would provide a secondary route between proposed OC Loop Segment O and proposed OC Loop Segment Q located at Coyote Creek and Stage Road at the La Mirada/Buena Park border.

A 200 foot long, 12-foot wide, prefabricated cantilever pedestrian bridge would be installed across Coyote Creek located at the west end of the alignment, just west of Altura Boulevard. Only pedestrians and cyclists would use the bridge, as it would not be rated for the weight of motor vehicles. The proposed project would include at-grade road crossings at Altura Boulevard, Mid Counties, Knott Avenue (south of Artesia Boulevard and north of Firestone Boulevard North), and Artesia Boulevard. The alignment would include an at-grade undercrossing of the I-5 Freeway and the on- and offramps at that location. The proposed project would also include two at grade railroad crossings, one between Altura Boulevard and Mid Counties and a second one just west of South Knott Avenue.

Should you have any questions related to this project, please feel free to contact me by phone at (714) 667-8815 or Cindy Salazar at (714) 667-8870.



County Administration South
601 North Ross Street
Santa Ana, California 92701



P.O. Box 4048
Santa Ana, CA 92702-4048
info@ocpw.ocgov.com



(714) 667-8800



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Sincerely,

A handwritten signature in blue ink that reads "Joanna Chang". The signature is written over a horizontal line.

Joanna Chang
Land Use Manager
OC Development Services

Cc: Cindy Salazar, OCPW/Development Services, Senior Planner, Cindy.Salazar@ocpw.ocgov.com

Attachment A: Project Location Maps



County Administration South
601 North Ross Street
Santa Ana, California 92701



P.O. Box 4048
Santa Ana, CA 92702-4048



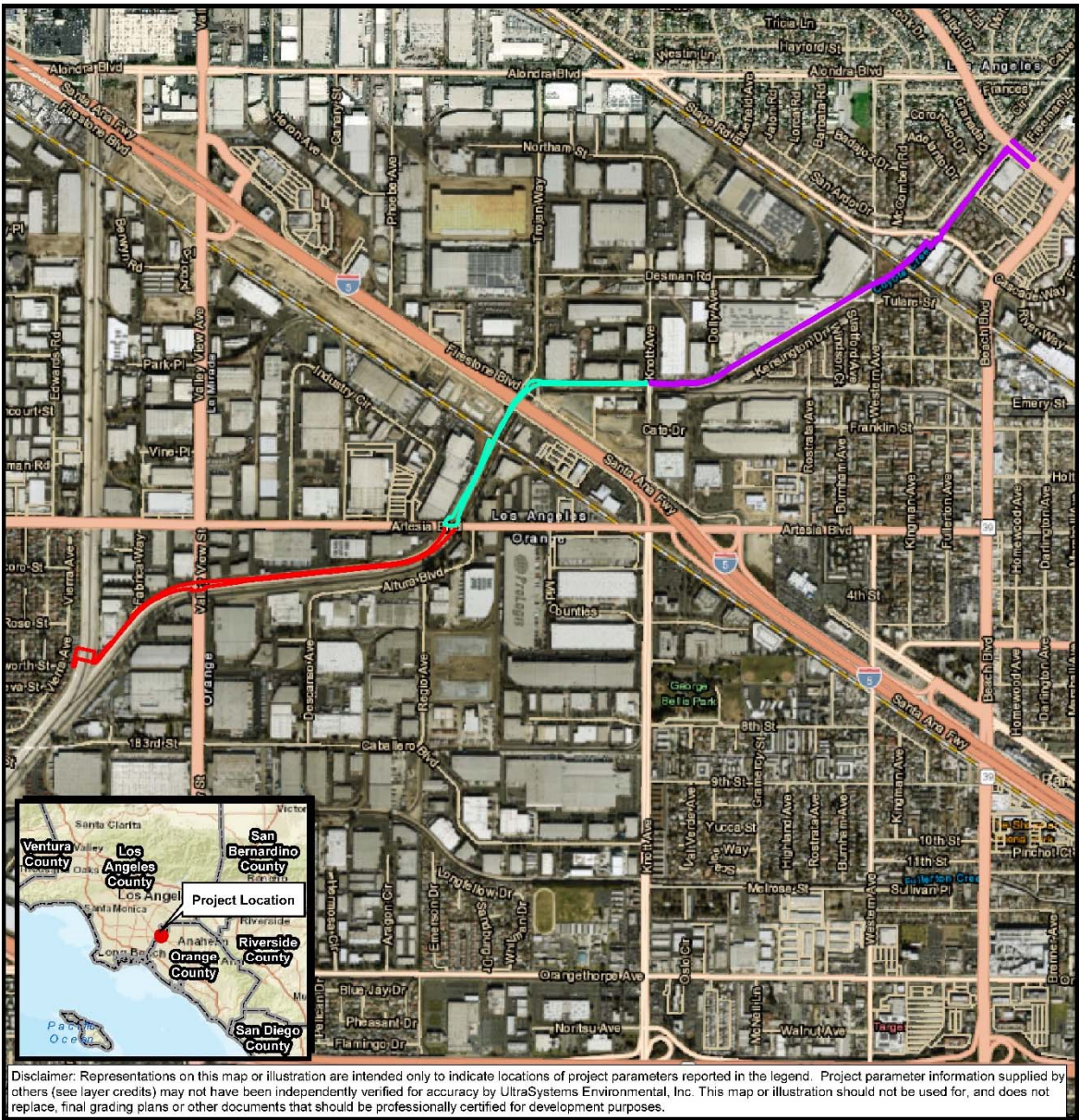
info@ocpw.ocgov.com



(714) 667-8800



OCPublicWorks.com



Path: \\10.0.0.137\gis\Projects\7034 OC Loop\MXDs\7034 OC Loop Fig 3 0 Project Location 2020 01 24.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, County of Orange Public Works, 2020, UltraSystems Environmental, Inc., 2020

February 07, 2020

Scale: 1:19,200



0 800 1,600 Feet

0 200 400 Meters

Legend

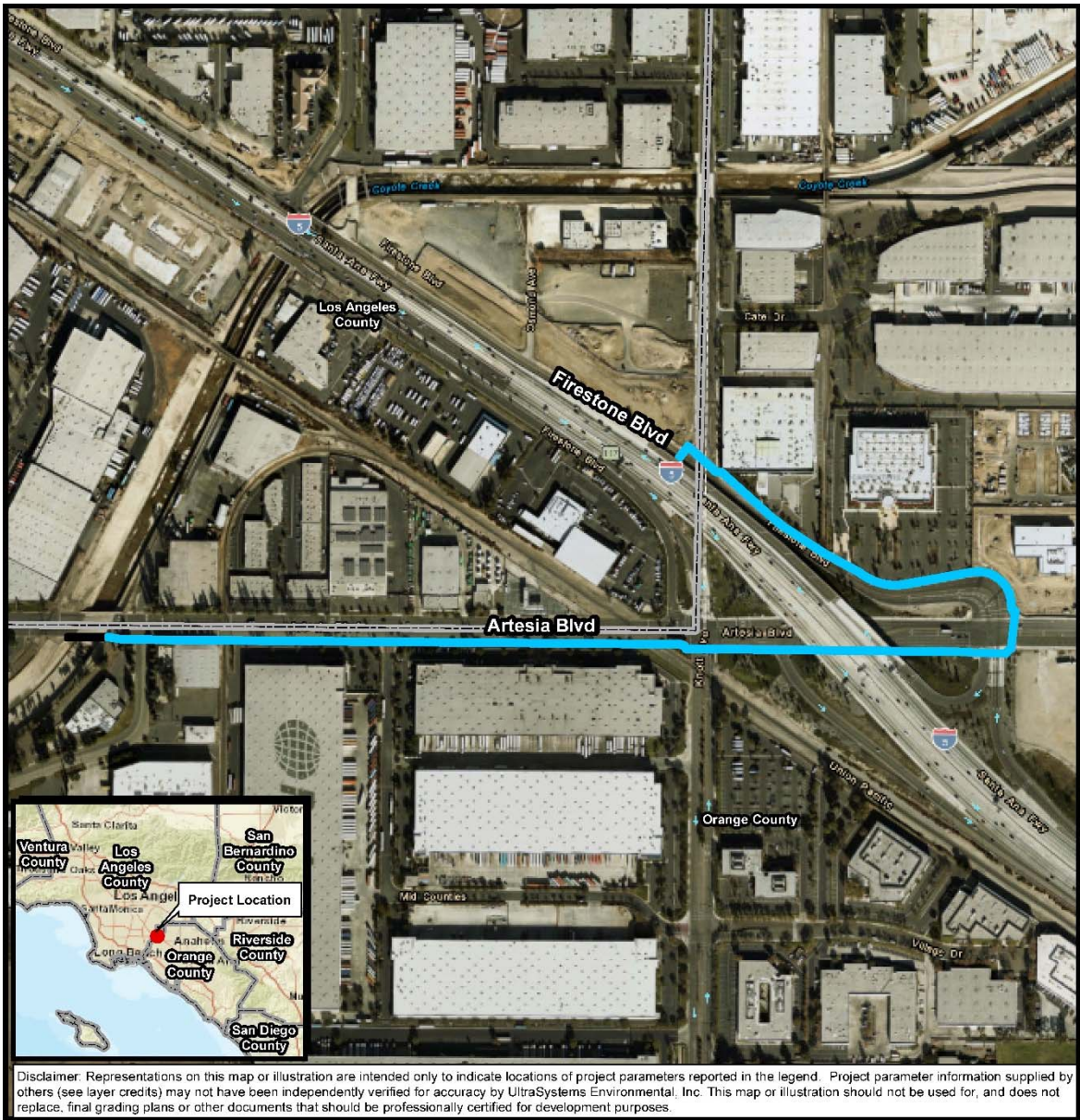
Project Boundary

- Segment O
- Segment P
- Segment Q

OC Loop Segments
O, P, and Q

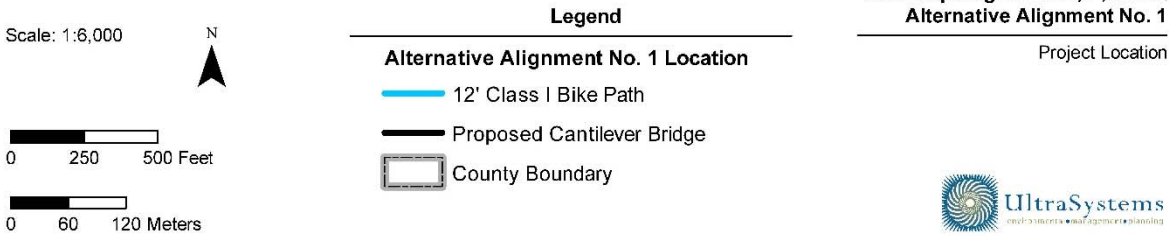
Project Location





Path: \\10.0.0.137\GIS\Projects\7034_OC_Loop\MXDs\20200313_Alt1_Revised\7034_OC_Loop_Fig3_0_Project_Location_Alt1_BB_Review_2020_03_25.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community. Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community; County of Orange Public Works, 2020; UltraSystems Environmental, Inc., 2020

March 27, 2020





May 20, 2020

Mr. Andrew Salas, Chairman
 Gabrieleño Band of Mission Indians - Kizh Nation
 P.O. Box 393
 Covina, CA 91723

VIA CERTIFIED MAIL

Subject: AB 52 Notification for the OC Loop Segments O, P, Q Project

Dear Chief Salas:

Orange County Public Works, OC Development Services/Planning provides this notice pursuant to the provisions of Assembly Bill 52 and Section 21080.3.1(d) of the Public Resources Code, requiring formal notification of projects in the geographic area that is traditionally and culturally affiliated with your tribe. Pursuant to Public Resources Code Section 21080.3.1, California Native American tribes have 30 days from receipt of this notification to request consultation with OC Development Services/Planning regarding possible significant effects that implementation of this project may have on Tribal Cultural Resources. However, this deadline may be affected by various Executive Orders issued by the Governor.

OC Loop Segments O, P, Q (proposed project) of the primary alignment involves the construction of a 2.7-mile Class I Bikeway along the Coyote Creek storm drain channel in the City of Cerritos on the south, through the City of Buena Park, to the City of La Mirada to the north. The 2.7-mile Class I Bikeway is a component of a 66-mile regional bikeway corridor called the OC Loop. The proposed project would be located along the northwest Orange County/southwest Los Angeles County border. The proposed project would close an existing bikeway gap along the OC Loop with a Class I bikeway/path physically separated from vehicular traffic.

Segment O is the southernmost portion of the project area and is located within the cities of Cerritos and Buena Park. Segment O begins at the existing Coyote Creek Bikeway at the confluence of the channel's east and north forks. The segment runs east northeast for approximately 4,800 feet, or 0.91 mile, along the east fork of the Coyote Creek Channel to Artesia Boulevard. at the confluence of the north and east forks of the flood control channel, a 200 foot long and 12-foot wide prefabricated pedestrian bowstring truss bridge will be installed across Coyote Creek at the north fork.

Approximately 1,570 linear feet of 12- to 16-foot wide asphalt would be placed upstream of the prefabricated bridge to Valley View Avenue. About 1,750 cubic feet of asphaltic concrete used for the existing maintenance road would be removed and recycled before any new asphalt paving would be placed. Fencing, such as a five-foot high chain link fence or four-foot tall cable fence with six strands of



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cable may be installed on one or both sides. The fencing may be installed along the entire 2.7 miles of new bike trail if necessary. The existing concrete slope under the Valley View Bridge would be removed and steepened to near vertical to accommodate the new 12-foot wide trail undercrossing. Upstream of the Valley View undercrossing to Artesia Boulevard, approximately 3,010 feet of 14- to 16-foot wide asphalt paving would be placed adjacent to the flood control channel.

Segment P is located generally within the City of La Mirada in Los Angeles County and runs parallel to the north side of the Coyote Creek channel from the Artesia Boulevard undercrossing to Knott Avenue. It is approximately 3,000 feet long (equivalent to 0.57 mile) and crosses under the Santa Ana / Interstate 5 (I-5) freeway, its frontage roads (South and North Firestone Boulevard), and the Union Pacific Railroad (UPRR) industrial lead. It includes 1,085 linear feet of new 14- to 16-foot-wide asphalt trail. Segment P begins at the Artesia Boulevard undercrossing, where there is currently a six-foot wide strip of exposed dirt under the bridge between the bridge abutment and the vertical wall of the flood control channel. Several concrete columns would be installed into the six-foot wide strip of exposed soil between the bridge abutment wall and the concrete channel wall. The concrete columns would support a 13-foot-wide concrete deck, six to seven feet of which will cantilever over the flood control channel.

The next feature in Segment P would be a 120-foot-long box jack of a reinforced concrete box culvert underground tunnel under the UPRR Industrial Lead. The project proposes an open cut of South Firestone Boulevard west of Coyote Creek and the installation of a 12-foot-wide by 9-foot-tall precast concrete box under the road. The section under the I-5 and North Firestone Boulevard would need to be excavated to accommodate the proposed 12-foot-wide bike trail. Upstream of the I-5 and North Firestone Boulevard, the trail would continue adjacent to the top of the flood control channel. Approximately 1,550 linear feet of 14- to 16-foot wide asphalt trail would be placed between North Firestone Boulevard and Knott Avenue.

Segment Q extends from Knott Avenue to Stage Road and ends at La Mirada Boulevard in Buena Park and is approximately one mile long. Segment Q would be a signalized at-grade crossing at Knott Avenue. Traffic signals with push button activation and crosswalk striping would be installed. Approximately 420 linear feet of 12- to 14-foot-wide asphalt trail would be installed upstream of Knott Avenue. Upstream of Knott Avenue (downstream of the confluence of Coyote Creek and Brea Creek) would be an at-grade crossing of a railroad industrial lead. A 144-foot-long bore and jack of a reinforced concrete box culvert tunnel under an existing BNSF and Metrolink railway bridge, which carries three tracks as well as a railroad turnout (i.e., railroad switch) would be included. Between the BNSF/Metrolink undercrossing and Stage Road, would be an open U-channel to contain the new trail. The vertical U channel walls would vary from 0 feet to about 13 feet high. An at-grade crossing of Stage Road in Buena Park and a fully signalized intersection will be located at McComber Road approximately 500 feet west of the channel.



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Upstream from Stage Road will be about 560 feet of new 12- to 16-foot wide asphalt paving along the right bank of Coyote Creek. To meet up with the already constructed OC Loop Segment R on the other side of the channel, a prefabricated pedestrian steel cable arch bridge or bowstring arch bridge, similar to the one being installed at the beginning of the project but much shorter, will be installed across Coyote Creek. The bridge would be approximately 50 feet long, no more than about five to eight feet high and 12 feet wide.

The new and existing bike trail would be connected by directing cyclists onto La Mirada Boulevard and constructing a new 12-foot wide asphalt Class I trail on both sides of La Mirada Boulevard for a distance of 280 feet (on each side) where bicyclists could cross via an existing signalized intersection at the entrance of the Los Coyotes Shopping Center. Several ornamental trees would be removed and minor grading would be conducted to install the new Class I trail. The existing sidewalks for this 280 foot reach of La Mirada Avenue would be included in the Class I trail.

In addition, the proposed project involves the construction of approximately 1 mile of a 12-foot-wide Class I Bikeway connecting with the proposed OC Loop Segment O Coyote Creek bikeway and the proposed City of La Mirada Class 2/Class 3 bikeway system running through La Mirada to Buena Park at Stage Road. This project, in combination with the City of La Mirada Bikeway Improvement Project, would allow regional access in Buena Park and La Mirada to the greater OC Loop, and would provide a secondary route between proposed OC Loop Segment O and proposed OC Loop Segment Q located at Coyote Creek and Stage Road at the La Mirada/Buena Park border.

A 200 foot long, 12-foot wide, prefabricated cantilever pedestrian bridge would be installed across Coyote Creek located at the west end of the alignment, just west of Altura Boulevard. Only pedestrians and cyclists would use the bridge, as it would not be rated for the weight of motor vehicles. The proposed project would include at-grade road crossings at Altura Boulevard, Mid Counties, Knott Avenue (south of Artesia Boulevard and north of Firestone Boulevard North), and Artesia Boulevard. The alignment would include an at-grade undercrossing of the I-5 Freeway and the on- and offramps at that location. The proposed project would also include two at grade railroad crossings, one between Altura Boulevard and Mid Counties and a second one just west of South Knott Avenue.

Should you have any questions related to this project, please feel free to contact me by phone at (714) 667-8815 or Cindy Salazar at (714) 667-8870.



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Sincerely,

A handwritten signature in blue ink that reads "Joanna Chang". The signature is written over a horizontal line.

Joanna Chang
Land Use Manager
OC Development Services

Cc: Cindy Salazar, OCPW/Development Services, Senior Planner, Cindy.Salazar@ocpw.ocgov.com

Attachment A: Project Location Maps



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Santa Ana, California 92701



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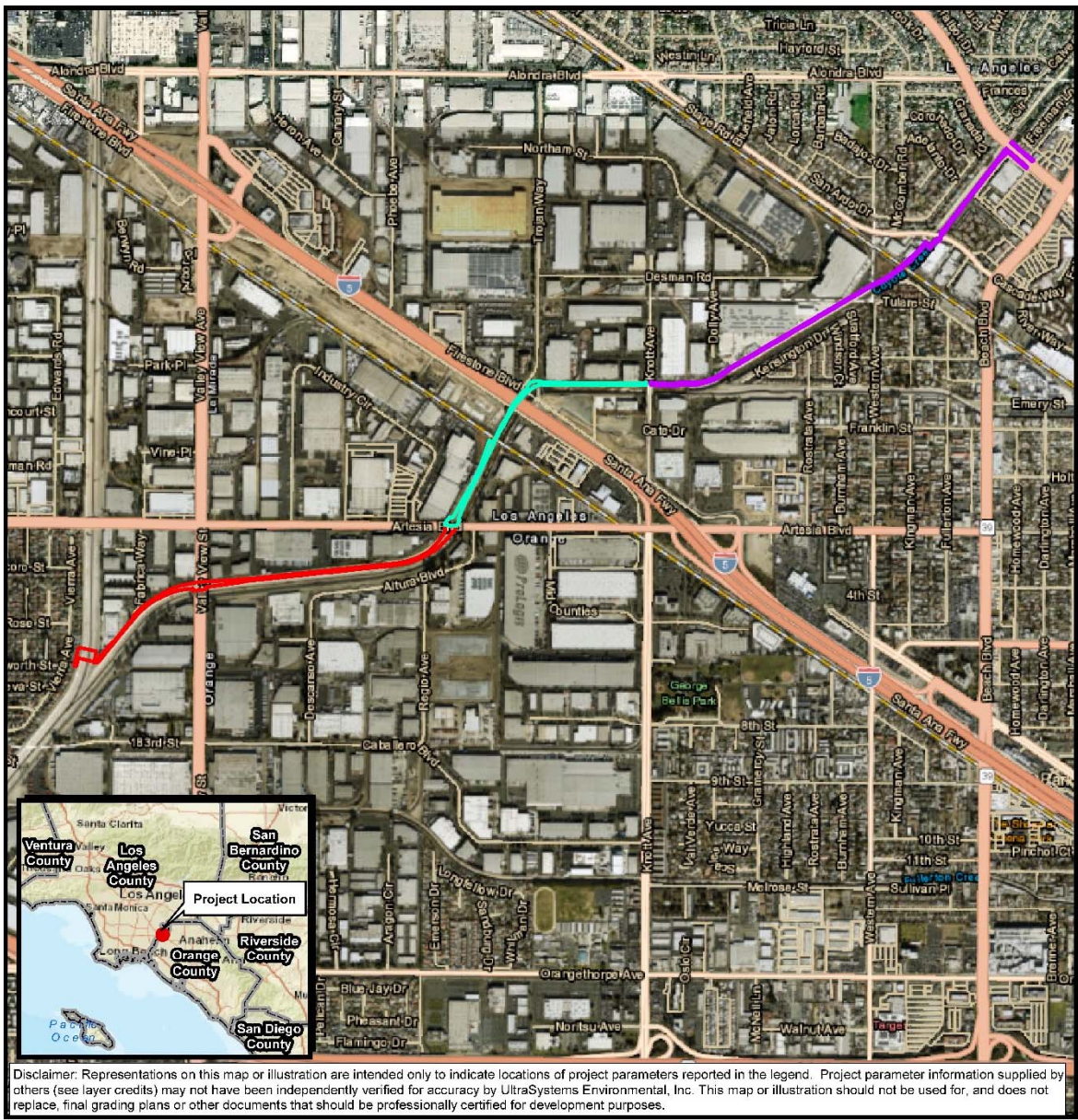
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Path: \\10.0.0.137\gis\Projects\7034 OC Loop\MXDs\7034 OC Loop Fig 3 0 Project Location 2020 01 24.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, County of Orange Public Works, 2020, UltraSystems Environmental, Inc., 2020

February 07, 2020

Scale: 1:19,200




0 800 1,600 Feet

0 200 400 Meters

Legend

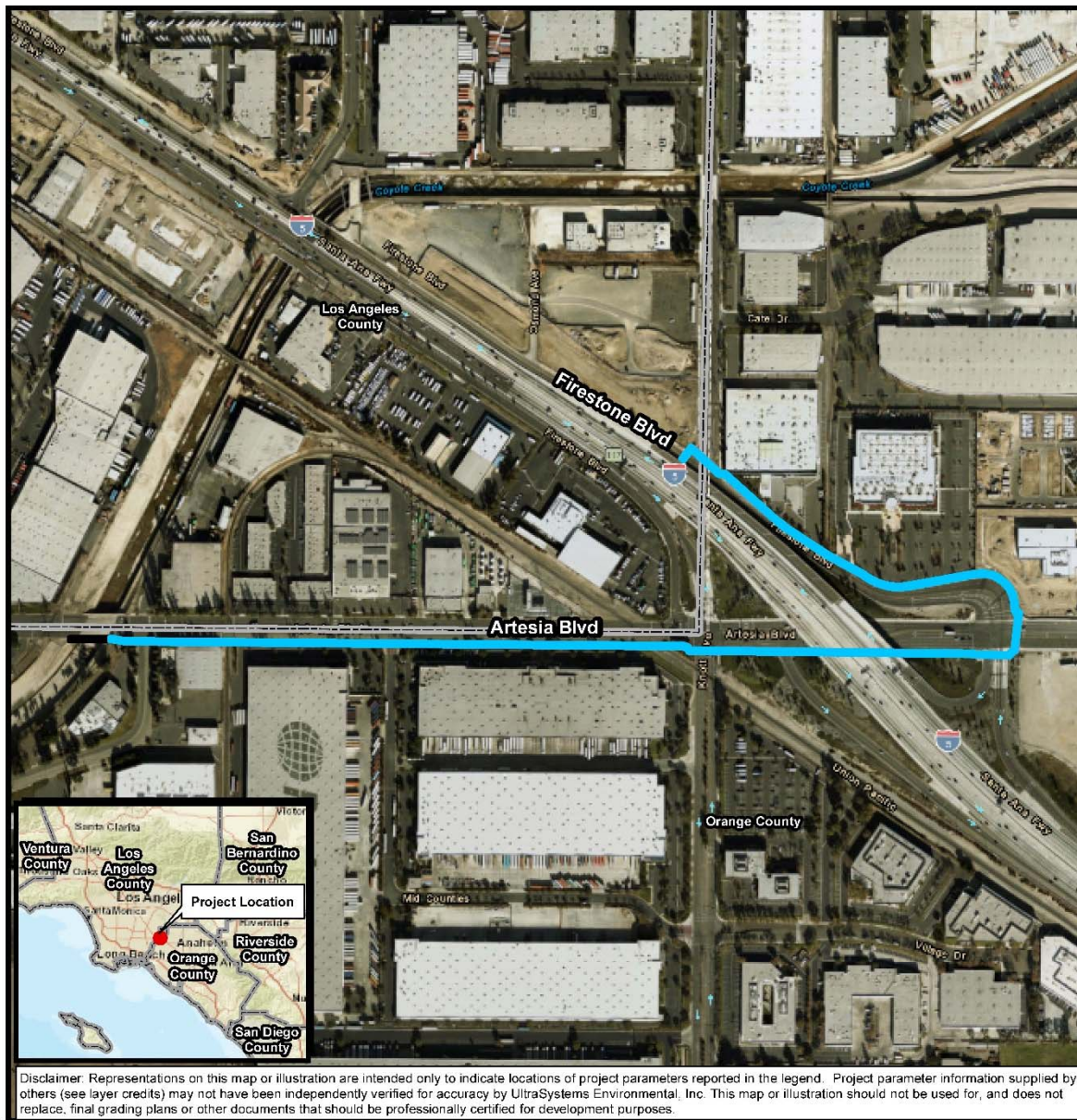
Project Boundary

-  Segment O
-  Segment P
-  Segment Q

OC Loop Segments
O, P, and Q

Project Location





Path: \\10.0.0.137\gis\Projects\7034_OC_Loop\MXDs\20200313_Alt1_Revised\7034_OC_Loop_Fig3_0_Project_Location_Alt1_BB_Review_2020_03_25.mxd
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March 27, 2020

Scale: 1:6,000



0 250 500 Feet

0 60 120 Meters

Legend

Alternative Alignment No. 1 Location

- 12' Class I Bike Path
- Proposed Cantilever Bridge
- County Boundary

OC Loop Segments O, P, and Q Alternative Alignment No. 1

Project Location





May 20, 2020

Joyce Stanfield Perry
 Juaneño Band of Mission Indians
 4955 Paseo Segovia
 Irvine, CA 92603

VIA CERTIFIED MAIL

Subject: AB 52 Notification for the OC Loop Segments O, P, Q Project

Dear Ms. Joyce Stanfield Perry:

Orange County Public Works, OC Development Services/Planning provides this notice pursuant to the provisions of Assembly Bill 52 and Section 21080.3.1(d) of the Public Resources Code, requiring formal notification of projects in the geographic area that is traditionally and culturally affiliated with your tribe. Pursuant to Public Resources Code Section 21080.3.1, California Native American tribes have 30 days from receipt of this notification to request consultation with OC Development Services/Planning regarding possible significant effects that implementation of this project may have on Tribal Cultural Resources. However, this deadline may be affected by various Executive Orders issued by the Governor.

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Should you have any questions related to this project, please feel free to contact me by phone at (714) 667-8815 or Cindy Salazar at (714) 667-8870.



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Sincerely,

A handwritten signature in blue ink that reads "Joanna Chang". The signature is written over a horizontal line.

Joanna Chang
Land Use Manager
OC Development Services

Cc: Cindy Salazar, OCPW/Development Services, Senior Planner, Cindy.Salazar@ocpw.ocgov.com

Attachment A: Project Location Maps



County Administration South
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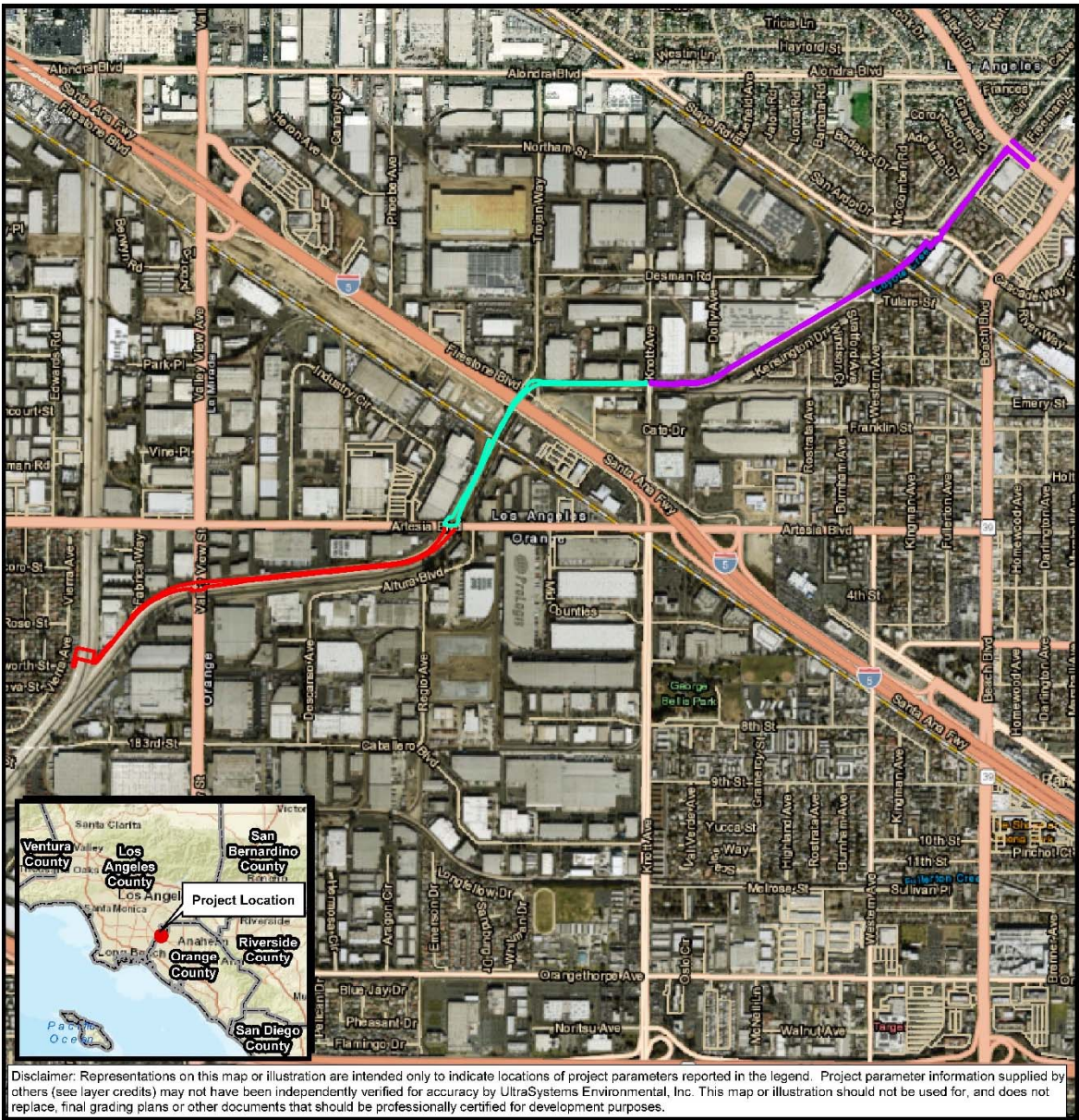
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Path: \\10.0.0.137\gis\Projects\7034 OC Loop\MXDs\7034 OC Loop Fig 3 0 Project Location 2020 01 24.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, County of Orange Public Works, 2020, UltraSystems Environmental, Inc., 2020

February 07, 2020

Scale: 1:19,200



0 800 1,600 Feet

0 200 400 Meters

Legend

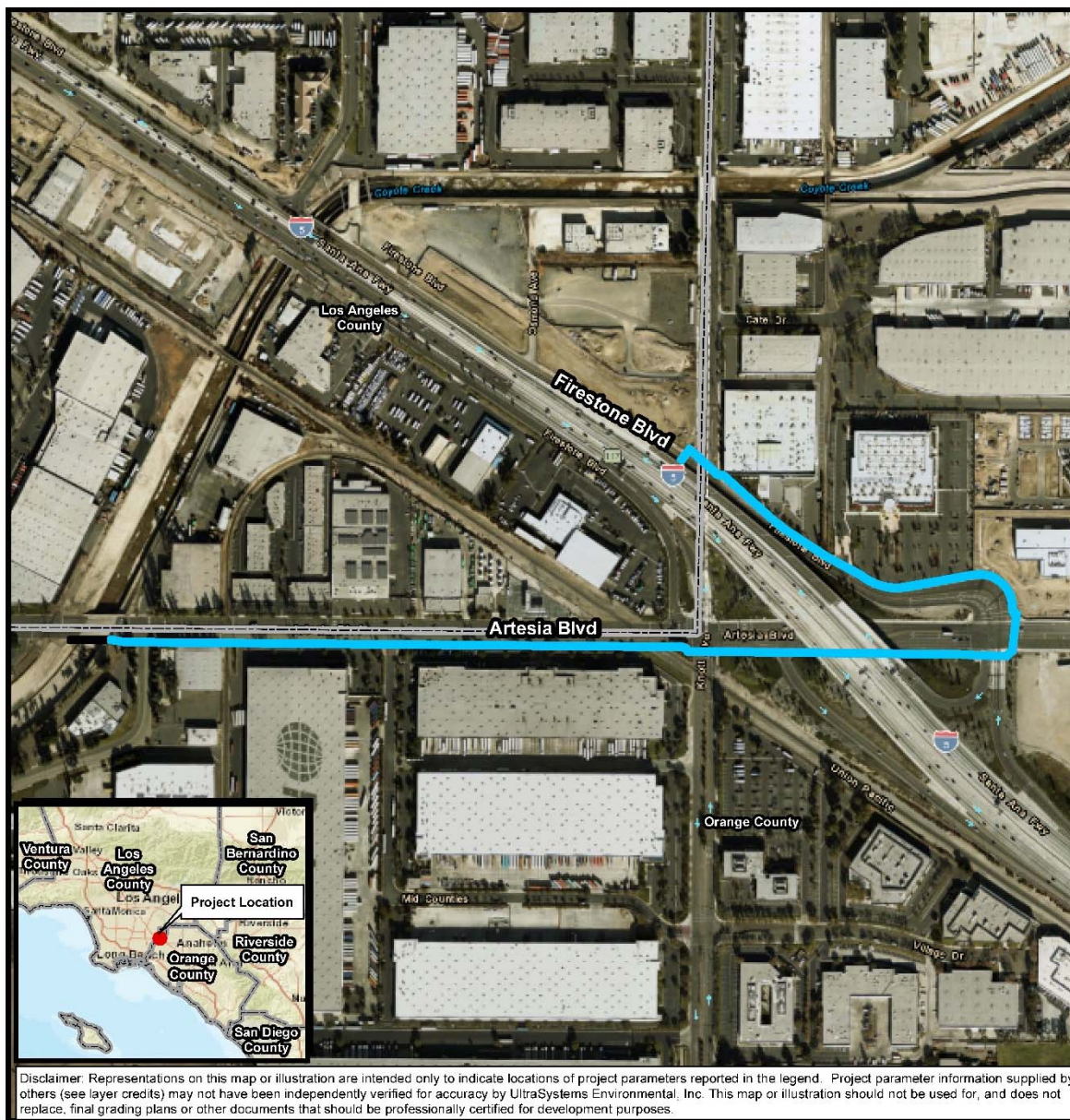
Project Boundary

-  Segment O
-  Segment P
-  Segment Q

OC Loop Segments
O, P, and Q

Project Location





Path: \\10.0.0.137\GIS\Projects\7034_OC_Loop\MXDs\20200313_Alt1_Revised\7034_OC_Loop_Fig3_0_Project_Location_Alt1_BB_Review_2020_03_25.mxd
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March 27, 2020

Scale: 1:6,000



0 250 500 Feet

0 60 120 Meters

Legend

Alternative Alignment No. 1 Location

- 12' Class I Bike Path
- Proposed Cantilever Bridge
- County Boundary

OC Loop Segments O, P, and Q Alternative Alignment No. 1

Project Location





May 20, 2020

Mr. Anthony Morales, Chief
San Gabriel Band of Mission Indians
PO Box 693
San Gabriel, CA 91778

VIA CERTIFIED MAIL

Subject: AB 52 Notification for the OC Loop Segments O, P, Q Project

Dear Chief Morales:

Orange County Public Works, OC Development Services/Planning provides this notice pursuant to the provisions of Assembly Bill 52 and Section 21080.3.1(d) of the Public Resources Code, requiring formal notification of projects in the geographic area that is traditionally and culturally affiliated with your tribe. Pursuant to Public Resources Code Section 21080.3.1, California Native American tribes have 30 days from receipt of this notification to request consultation with OC Development Services/Planning regarding possible significant effects that implementation of this project may have on Tribal Cultural Resources. However, this deadline may be affected by various Executive Orders issued by the Governor.

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A 200 foot long, 12-foot wide, prefabricated cantilever pedestrian bridge would be installed across Coyote Creek located at the west end of the alignment, just west of Altura Boulevard. Only pedestrians and cyclists would use the bridge, as it would not be rated for the weight of motor vehicles. The proposed project would include at-grade road crossings at Altura Boulevard, Mid Counties, Knott Avenue (south of Artesia Boulevard and north of Firestone Boulevard North), and Artesia Boulevard. The alignment would include an at-grade undercrossing of the I-5 Freeway and the on- and offramps at that location. The proposed project would also include two at grade railroad crossings, one between Altura Boulevard and Mid Counties and a second one just west of South Knott Avenue.

Should you have any questions related to this project, please feel free to contact me by phone at (714) 667-8815 or Cindy Salazar at (714) 667-8870.



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Santa Ana, California 92701



P.O. Box 4048
Santa Ana, CA 92702-4048



info@ocpw.ocgov.com



(714) 667-8800



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Sincerely,

A handwritten signature in blue ink that reads "Joanna Chang". The signature is written over a horizontal line.

Joanna Chang
Land Use Manager
OC Development Services

Cc: Cindy Salazar, OCPW/Development Services, Senior Planner, Cindy.Salazar@ocpw.ocgov.com

Attachment A: Project Location Maps



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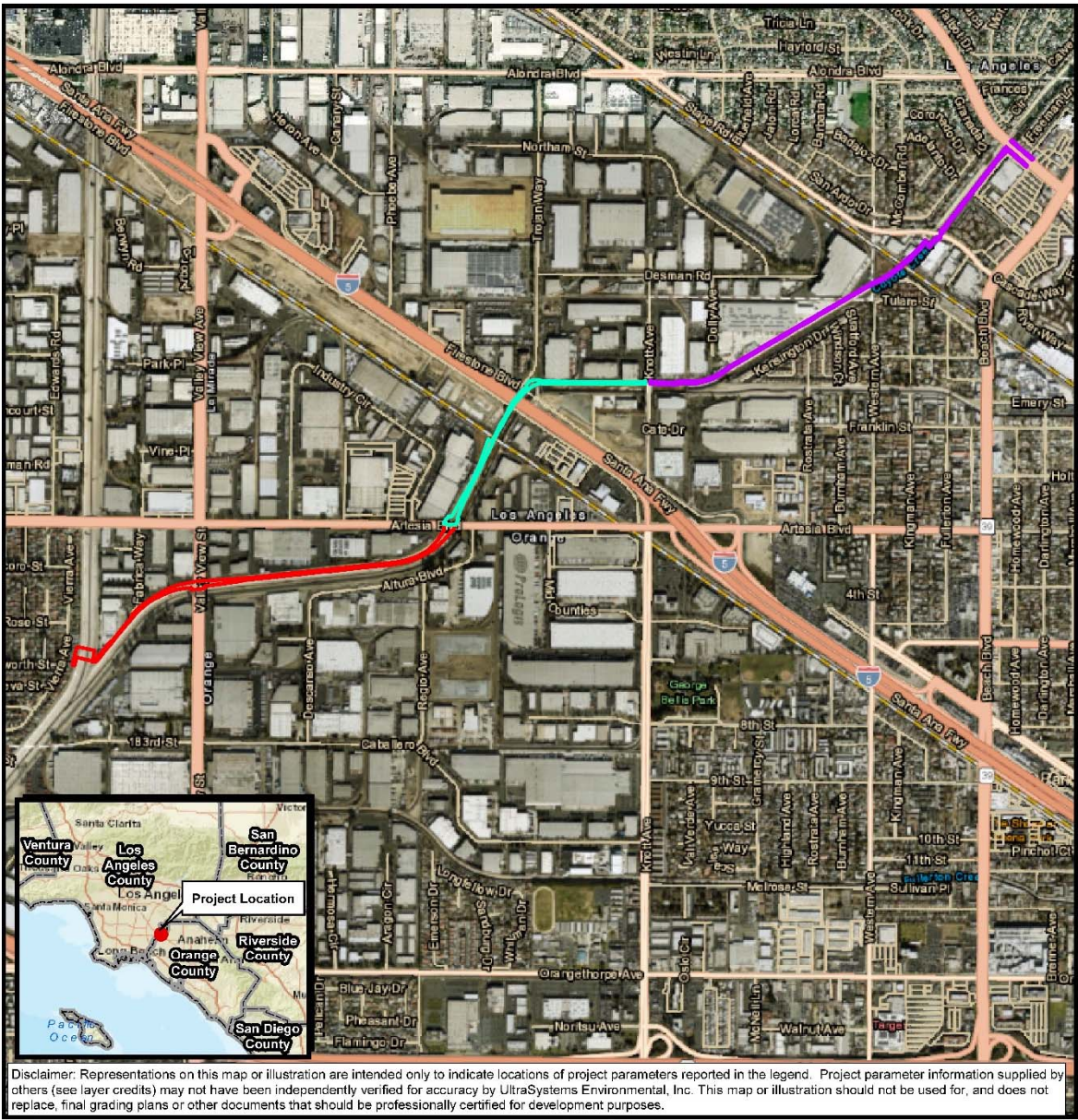
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Path: \\10.0.0.137\gis\Projects\7034 OC Loop\MXDs\7034 OC Loop Fig 3 0 Project Location 2020 01 24.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, County of Orange Public Works, 2020, UltraSystems Environmental, Inc., 2020

February 07, 2020

Scale: 1:19,200



0 800 1,600 Feet

0 200 400 Meters

Legend

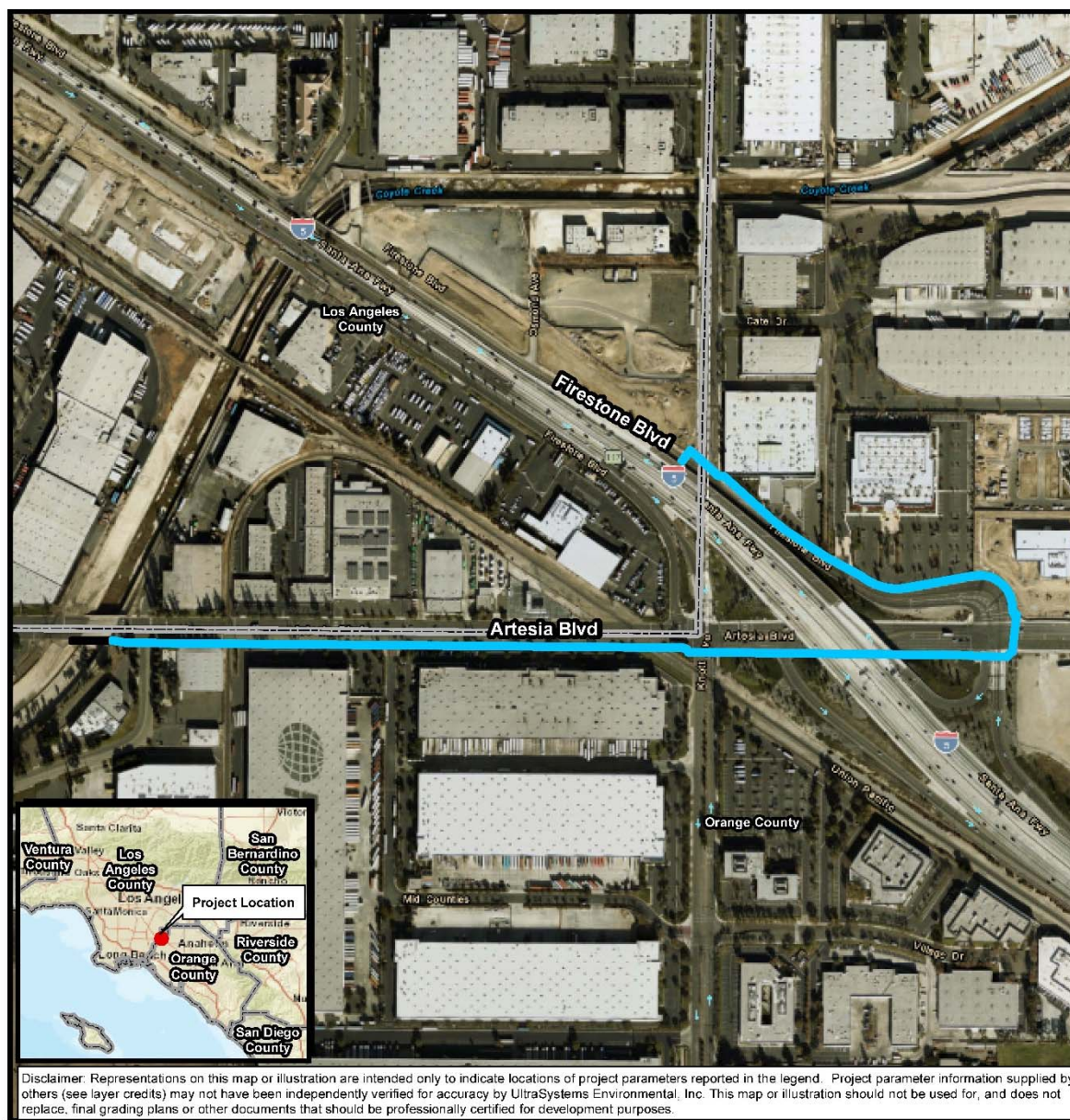
Project Boundary

- Segment O
- Segment P
- Segment Q

OC Loop Segments
O, P, and Q

Project Location





Scale: 1:6,000



0 250 500 Feet

0 60 120 Meters

Legend**Alternative Alignment No. 1 Location**

- 12' Class I Bike Path
- Proposed Cantilever Bridge
- County Boundary

**OC Loop Segments O, P, and Q
Alternative Alignment No. 1**

Project Location





May 20, 2020

Lee Clauss
 San Manuel Band of Mission Indians
 26569 Community Center Drive
 Highland, CA 92346

VIA CERTIFIED MAIL

Subject: AB 52 Notification for the OC Loop Segments O, P, Q Project

Dear Lee Clauss:

Orange County Public Works, OC Development Services/Planning provides this notice pursuant to the provisions of Assembly Bill 52 and Section 21080.3.1(d) of the Public Resources Code, requiring formal notification of projects in the geographic area that is traditionally and culturally affiliated with your tribe. Pursuant to Public Resources Code Section 21080.3.1, California Native American tribes have 30 days from receipt of this notification to request consultation with OC Development Services/Planning regarding possible significant effects that implementation of this project may have on Tribal Cultural Resources. However, this deadline may be affected by various Executive Orders issued by the Governor.

OC Loop Segments O, P, Q (proposed project) of the primary alignment involves the construction of a 2.7-mile Class I Bikeway along the Coyote Creek storm drain channel in the City of Cerritos on the south, through the City of Buena Park, to the City of La Mirada to the north. The 2.7-mile Class I Bikeway is a component of a 66-mile regional bikeway corridor called the OC Loop. The proposed project would be located along the northwest Orange County/southwest Los Angeles County border. The proposed project would close an existing bikeway gap along the OC Loop with a Class I bikeway/path physically separated from vehicular traffic.

Segment O is the southernmost portion of the project area and is located within the cities of Cerritos and Buena Park. Segment O begins at the existing Coyote Creek Bikeway at the confluence of the channel's east and north forks. The segment runs east northeast for approximately 4,800 feet, or 0.91 mile, along the east fork of the Coyote Creek Channel to Artesia Boulevard. at the confluence of the north and east forks of the flood control channel, a 200 foot long and 12-foot wide prefabricated pedestrian bowstring truss bridge will be installed across Coyote Creek at the north fork.

Approximately 1,570 linear feet of 12- to 16-foot wide asphalt would be placed upstream of the prefabricated bridge to Valley View Avenue. About 1,750 cubic feet of asphaltic concrete used for the existing maintenance road would be removed and recycled before any new asphalt paving would be placed. Fencing, such as a five-foot high chain link fence or four-foot tall cable fence with six strands of



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cable may be installed on one or both sides. The fencing may be installed along the entire 2.7 miles of new bike trail if necessary. The existing concrete slope under the Valley View Bridge would be removed and steepened to near vertical to accommodate the new 12-foot wide trail undercrossing. Upstream of the Valley View undercrossing to Artesia Boulevard, approximately 3,010 feet of 14- to 16-foot wide asphalt paving would be placed adjacent to the flood control channel.

Segment P is located generally within the City of La Mirada in Los Angeles County and runs parallel to the north side of the Coyote Creek channel from the Artesia Boulevard undercrossing to Knott Avenue. It is approximately 3,000 feet long (equivalent to 0.57 mile) and crosses under the Santa Ana / Interstate 5 (I-5) freeway, its frontage roads (South and North Firestone Boulevard), and the Union Pacific Railroad (UPRR) industrial lead. It includes 1,085 linear feet of new 14- to 16-foot-wide asphalt trail. Segment P begins at the Artesia Boulevard undercrossing, where there is currently a six-foot wide strip of exposed dirt under the bridge between the bridge abutment and the vertical wall of the flood control channel. Several concrete columns would be installed into the six-foot wide strip of exposed soil between the bridge abutment wall and the concrete channel wall. The concrete columns would support a 13-foot-wide concrete deck, six to seven feet of which will cantilever over the flood control channel.

The next feature in Segment P would be a 120-foot-long box jack of a reinforced concrete box culvert underground tunnel under the UPRR Industrial Lead. The project proposes an open cut of South Firestone Boulevard west of Coyote Creek and the installation of a 12-foot-wide by 9-foot-tall precast concrete box under the road. The section under the I-5 and North Firestone Boulevard would need to be excavated to accommodate the proposed 12-foot-wide bike trail. Upstream of the I-5 and North Firestone Boulevard, the trail would continue adjacent to the top of the flood control channel. Approximately 1,550 linear feet of 14- to 16-foot wide asphalt trail would be placed between North Firestone Boulevard and Knott Avenue.

Segment Q extends from Knott Avenue to Stage Road and ends at La Mirada Boulevard in Buena Park and is approximately one mile long. Segment Q would be a signalized at-grade crossing at Knott Avenue. Traffic signals with push button activation and crosswalk striping would be installed. Approximately 420 linear feet of 12- to 14-foot-wide asphalt trail would be installed upstream of Knott Avenue. Upstream of Knott Avenue (downstream of the confluence of Coyote Creek and Brea Creek) would be an at-grade crossing of a railroad industrial lead. A 144-foot-long bore and jack of a reinforced concrete box culvert tunnel under an existing BNSF and Metrolink railway bridge, which carries three tracks as well as a railroad turnout (i.e., railroad switch) would be included. Between the BNSF/Metrolink undercrossing and Stage Road, would be an open U-channel to contain the new trail. The vertical U channel walls would vary from 0 feet to about 13 feet high. An at-grade crossing of Stage Road in Buena Park and a fully signalized intersection will be located at McComber Road approximately 500 feet west of the channel.



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Sincerely,

A handwritten signature in blue ink that reads "Joanna Chang". The signature is written over a horizontal line.

Joanna Chang
Land Use Manager
OC Development Services

Cc: Cindy Salazar, OCPW/Development Services, Senior Planner, Cindy.Salazar@ocpw.ocgov.com

Attachment A: Project Location Maps



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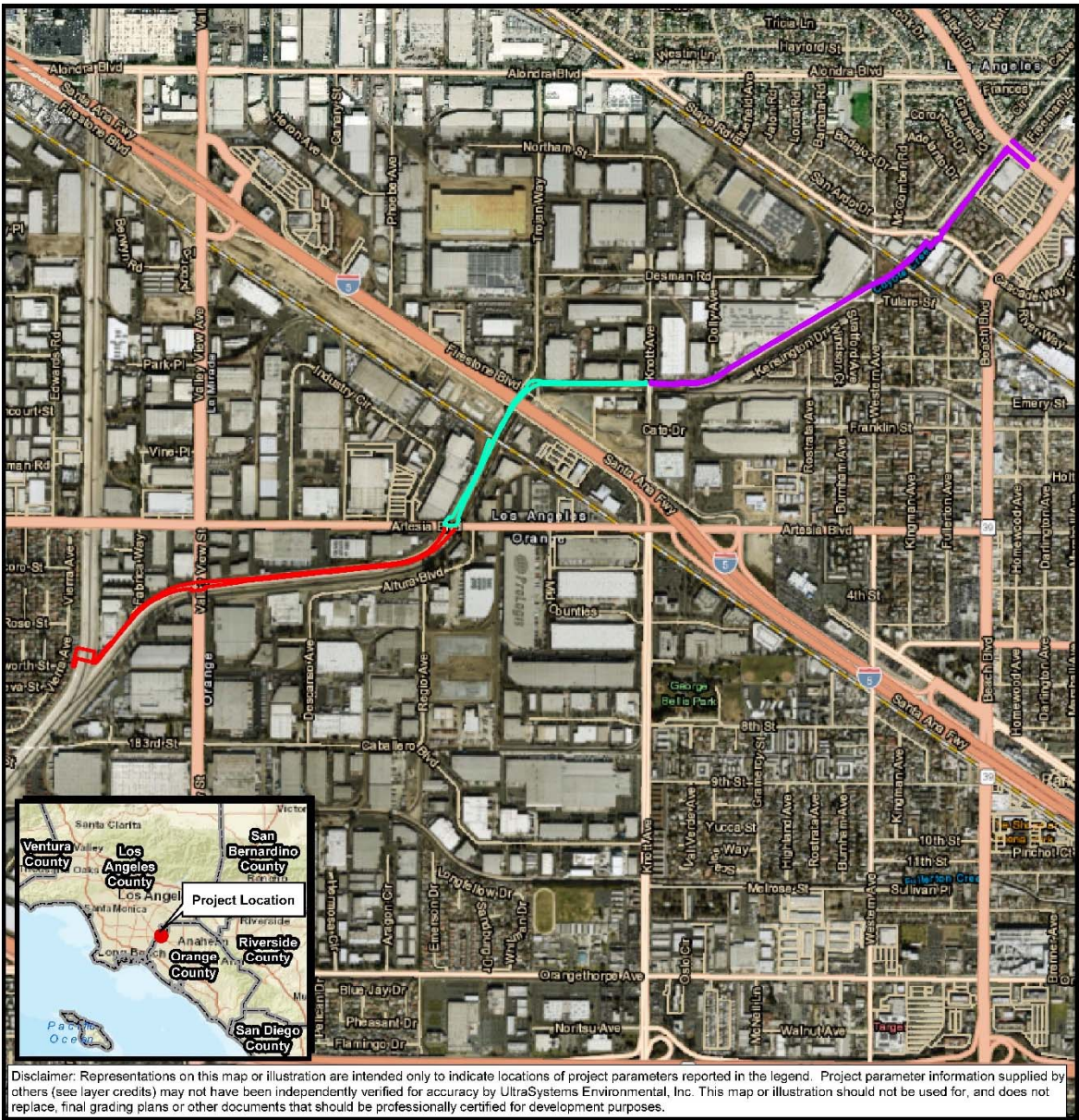
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Path: \\10.0.0.137\gis\Projects\7034 OC Loop\MXDs\7034 OC Loop Fig 3 0 Project Location 2020 01 24.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, County of Orange Public Works, 2020, UltraSystems Environmental, Inc., 2020

February 07, 2020

Scale: 1:19,200



0 800 1,600 Feet

0 200 400 Meters

Legend

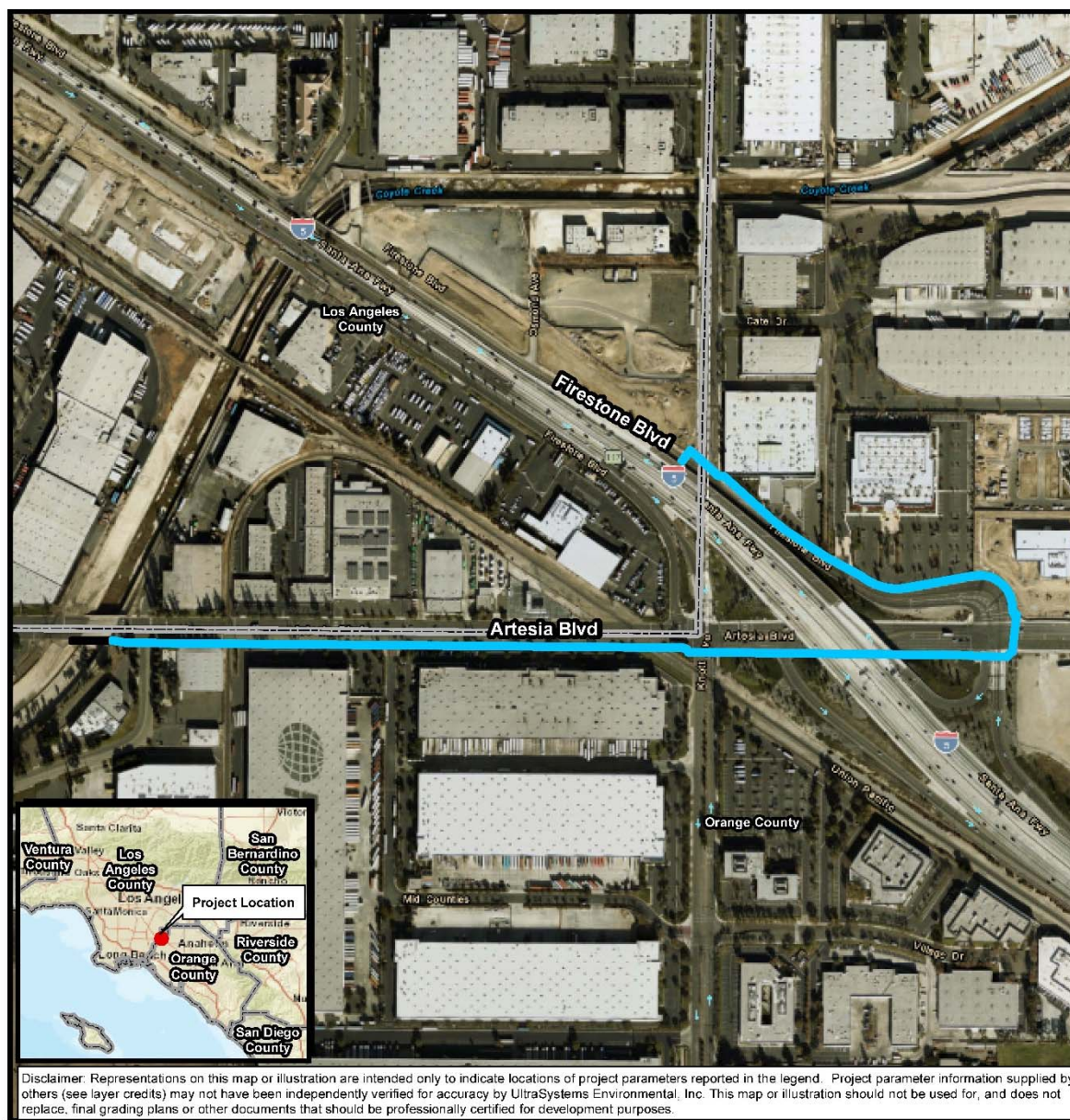
Project Boundary

-  Segment O
-  Segment P
-  Segment Q

OC Loop Segments
O, P, and Q

Project Location





Path: \\10.0.0.137\GIS\Projects\7034_OC_Loop\MXDs\20200313_Alt1_Revised\7034_OC_Loop_Fig3_0_Project_Location_Alt1_BB_Review_2020_03_25.mxd
 Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community. Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community; County of Orange Public Works, 2020; UltraSystems Environmental, Inc., 2020

March 27, 2020

Scale: 1:6,000



0 250 500 Feet

0 60 120 Meters

Legend**Alternative Alignment No. 1 Location**

- 12' Class I Bike Path
- Proposed Cantilever Bridge
- County Boundary

**OC Loop Segments O, P, and Q
Alternative Alignment No. 1**

Project Location





May 20, 2020

Mr. Joseph Ontiveros
Soboba Band of Luiseño Indians
PO Box 487
San Jacinto, CA 92581

VIA CERTIFIED MAIL

Subject: AB 52 Notification for the OC Loop Segments O, P, Q Project

Dear Mr. Joseph Ontiveros:

Orange County Public Works, OC Development Services/Planning provides this notice pursuant to the provisions of Assembly Bill 52 and Section 21080.3.1(d) of the Public Resources Code, requiring formal notification of projects in the geographic area that is traditionally and culturally affiliated with your tribe. Pursuant to Public Resources Code Section 21080.3.1, California Native American tribes have 30 days from receipt of this notification to request consultation with OC Development Services/Planning regarding possible significant effects that implementation of this project may have on Tribal Cultural Resources. However, this deadline may be affected by various Executive Orders issued by the Governor.

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Sincerely,

A handwritten signature in blue ink that reads "Joanna Chang". The signature is written over a horizontal line.

Joanna Chang
Land Use Manager
OC Development Services

Cc: Cindy Salazar, OCPW/Development Services, Senior Planner, Cindy.Salazar@ocpw.ocgov.com

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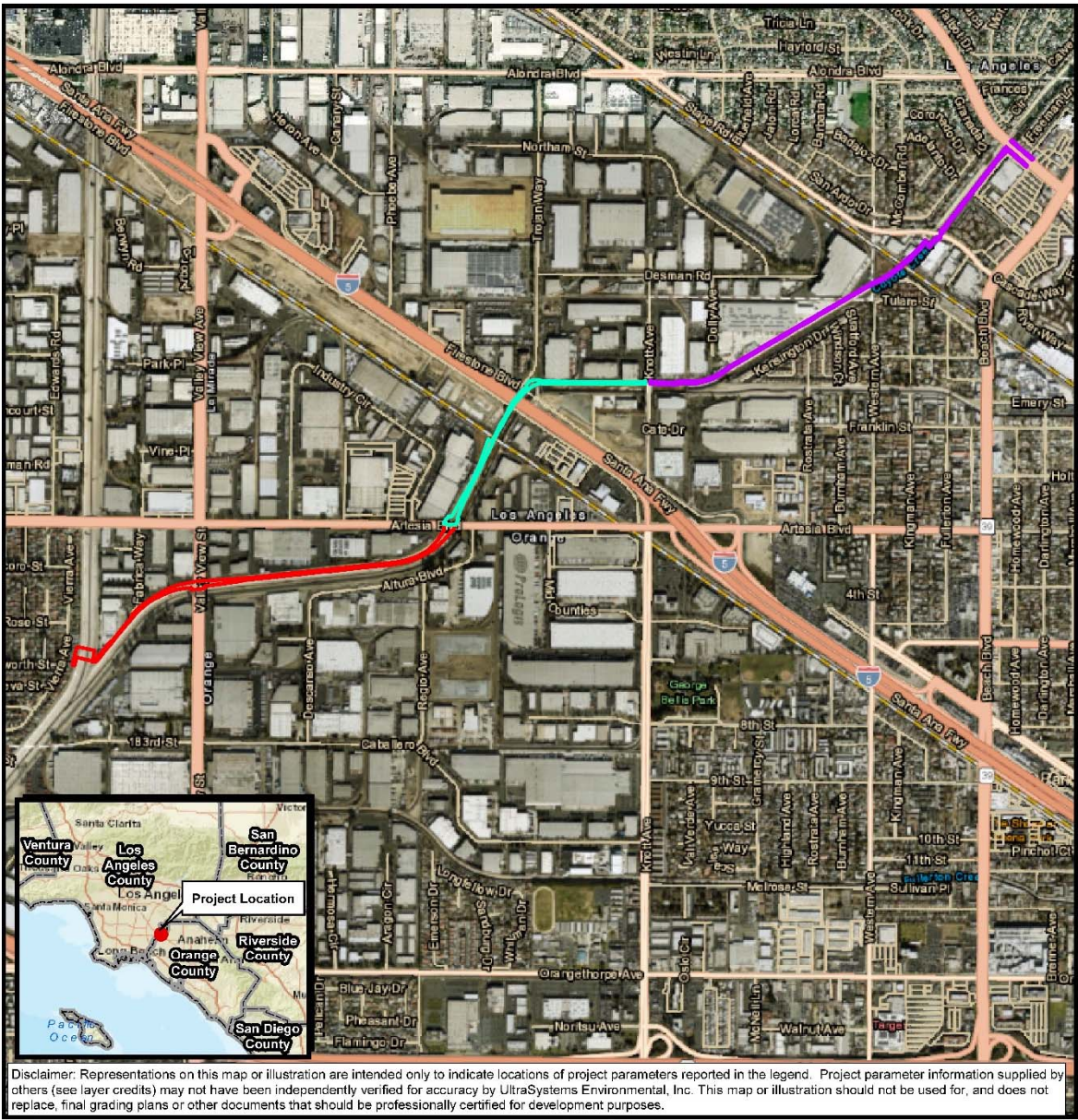
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Path: \\10.0.0.137\gis\Projects\7034 OC Loop\MXDs\7034 OC Loop Fig 3 0 Project Location 2020 01 24.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, County of Orange Public Works, 2020, UltraSystems Environmental, Inc., 2020

February 07, 2020

Scale: 1:19,200



0 800 1,600 Feet

0 200 400 Meters

Legend

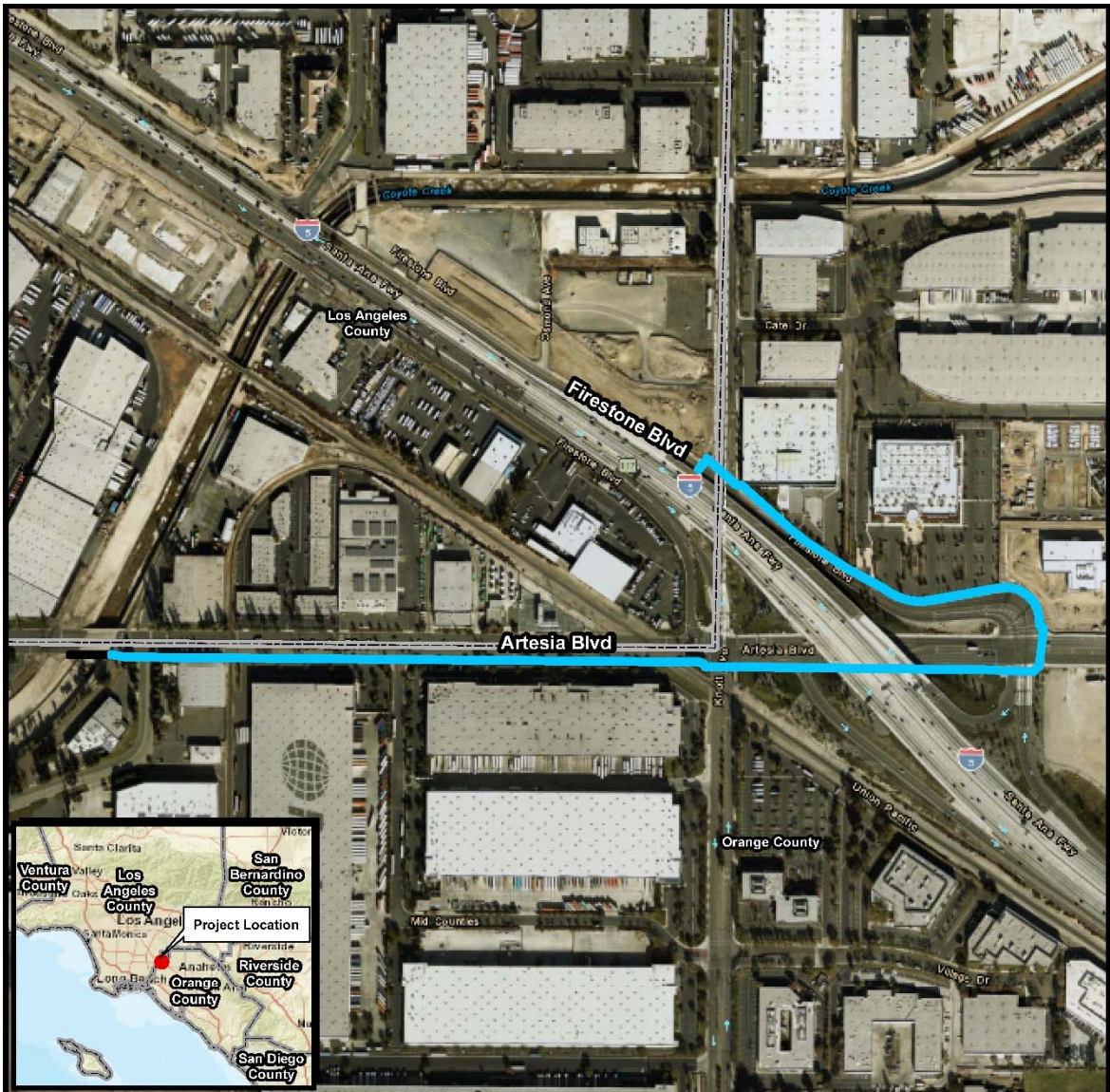
Project Boundary

-  Segment O
-  Segment P
-  Segment Q

OC Loop Segments
O, P, and Q

Project Location





Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\10.0.0.137\GIS\Projects\7034_OC_Loop\MXDs\20200313_Alt1_Revised\7034_OC_Loop_Fig3_0_Project_Location_Alt1_BB_Review_2020_03_25.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community. Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community; County of Orange Public Works, 2020; UltraSystems Environmental, Inc., 2020

March 27, 2020





May 20, 2020

Octavio Escobedo
Tribal Chair
Tejon Indian Tribe
1761 Hasti Acres Drive, Suite 108
Bakersfield, CA 93309

VIA CERTIFIED MAIL

Subject: AB 52 Notification for the OC Loop Segments O, P, Q Project

Dear Mr. Octavio Escobedo:

Orange County Public Works, OC Development Services/Planning provides this notice pursuant to the provisions of Assembly Bill 52 and Section 21080.3.1(d) of the Public Resources Code, requiring formal notification of projects in the geographic area that is traditionally and culturally affiliated with your tribe. Pursuant to Public Resources Code Section 21080.3.1, California Native American tribes have 30 days from receipt of this notification to request consultation with OC Development Services/Planning regarding possible significant effects that implementation of this project may have on Tribal Cultural Resources. However, this deadline may be affected by various Executive Orders issued by the Governor.

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placed. Fencing, such as a five-foot high chain link fence or four-foot tall cable fence with six strands of cable may be installed on one or both sides. The fencing may be installed along the entire 2.7 miles of new bike trail if necessary. The existing concrete slope under the Valley View Bridge would be removed and steepened to near vertical to accommodate the new 12-foot wide trail undercrossing. Upstream of the Valley View undercrossing to Artesia Boulevard, approximately 3,010 feet of 14- to 16-foot wide asphalt paving would be placed adjacent to the flood control channel.

Segment P is located generally within the City of La Mirada in Los Angeles County and runs parallel to the north side of the Coyote Creek channel from the Artesia Boulevard undercrossing to Knott Avenue. It is approximately 3,000 feet long (equivalent to 0.57 mile) and crosses under the Santa Ana / Interstate 5 (I-5) freeway, its frontage roads (South and North Firestone Boulevard), and the Union Pacific Railroad (UPRR) industrial lead. It includes 1,085 linear feet of new 14- to 16-foot-wide asphalt trail. Segment P begins at the Artesia Boulevard undercrossing, where there is currently a six-foot wide strip of exposed dirt under the bridge between the bridge abutment and the vertical wall of the flood control channel. Several concrete columns would be installed into the six-foot wide strip of exposed soil between the bridge abutment wall and the concrete channel wall. The concrete columns would support a 13-foot-wide concrete deck, six to seven feet of which will cantilever over the flood control channel.

The next feature in Segment P would be a 120-foot-long box jack of a reinforced concrete box culvert underground tunnel under the UPRR Industrial Lead. The project proposes an open cut of South Firestone Boulevard west of Coyote Creek and the installation of a 12-foot-wide by 9-foot-tall precast concrete box under the road. The section under the I-5 and North Firestone Boulevard would need to be excavated to accommodate the proposed 12-foot-wide bike trail. Upstream of the I-5 and North Firestone Boulevard, the trail would continue adjacent to the top of the flood control channel. Approximately 1,550 linear feet of 14- to 16-foot wide asphalt trail would be placed between North Firestone Boulevard and Knott Avenue.

Segment Q extends from Knott Avenue to Stage Road and ends at La Mirada Boulevard in Buena Park and is approximately one mile long. Segment Q would be a signalized at-grade crossing at Knott Avenue. Traffic signals with push button activation and crosswalk striping would be installed. Approximately 420 linear feet of 12- to 14-foot-wide asphalt trail would be installed upstream of Knott Avenue. Upstream of Knott Avenue (downstream of the confluence of Coyote Creek and Brea Creek) would be an at-grade crossing of a railroad industrial lead. A 144-foot-long bore and jack of a reinforced concrete box culvert tunnel under an existing BNSF and Metrolink railway bridge, which carries three tracks as well as a railroad turnout (i.e., railroad switch) would be included. Between the BNSF/Metrolink undercrossing and Stage Road, would be an open U-channel to contain the new trail. The vertical U channel walls would vary from 0 feet to about 13 feet high. An at-grade crossing of Stage



County Administration South
601 North Ross Street
Santa Ana, California 92701



P.O. Box 4048
Santa Ana, CA 92702-4048



info@ocpw.ocgov.com



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Road in Buena Park and a fully signalized intersection will be located at McComber Road approximately 500 feet west of the channel.

Upstream from Stage Road will be about 560 feet of new 12- to 16-foot wide asphalt paving along the right bank of Coyote Creek. To meet up with the already constructed OC Loop Segment R on the other side of the channel, a prefabricated pedestrian steel cable arch bridge or bowstring arch bridge, similar to the one being installed at the beginning of the project but much shorter, will be installed across Coyote Creek. The bridge would be approximately 50 feet long, no more than about five to eight feet high and 12 feet wide.

The new and existing bike trail would be connected by directing cyclists onto La Mirada Boulevard and constructing a new 12-foot wide asphalt Class I trail on both sides of La Mirada Boulevard for a distance of 280 feet (on each side) where bicyclists could cross via an existing signalized intersection at the entrance of the Los Coyotes Shopping Center. Several ornamental trees would be removed and minor grading would be conducted to install the new Class I trail. The existing sidewalks for this 280 foot reach of La Mirada Avenue would be included in the Class I trail.

In addition, the proposed project involves the construction of approximately 1 mile of a 12-foot-wide Class I Bikeway connecting with the proposed OC Loop Segment O Coyote Creek bikeway and the proposed City of La Mirada Class 2/Class 3 bikeway system running through La Mirada to Buena Park at Stage Road. This project, in combination with the City of La Mirada Bikeway Improvement Project, would allow regional access in Buena Park and La Mirada to the greater OC Loop, and would provide a secondary route between proposed OC Loop Segment O and proposed OC Loop Segment Q located at Coyote Creek and Stage Road at the La Mirada/Buena Park border.

A 200 foot long, 12-foot wide, prefabricated cantilever pedestrian bridge would be installed across Coyote Creek located at the west end of the alignment, just west of Altura Boulevard. Only pedestrians and cyclists would use the bridge, as it would not be rated for the weight of motor vehicles. The proposed project would include at-grade road crossings at Altura Boulevard, Mid Counties, Knott Avenue (south of Artesia Boulevard and north of Firestone Boulevard North), and Artesia Boulevard. The alignment would include an at-grade undercrossing of the I-5 Freeway and the on- and offramps at that location. The proposed project would also include two at grade railroad crossings, one between Altura Boulevard and Mid Counties and a second one just west of South Knott Avenue.

Should you have any questions related to this project, please feel free to contact me by phone at (714) 667-8815 or Cindy Salazar at (714) 667-8870.



County Administration South
601 North Ross Street
Santa Ana, California 92701

P.O. Box 4048
Santa Ana, CA 92702-4048

info@ocpw.ocgov.com

(714) 667-8800

OCPublicWorks.com



Sincerely,


Joanna Chang
Land Use Manager
OC Development Services

Cc: Cindy Salazar, OCPW/Development Services, Senior Planner, Cindy.Salazar@ocpw.ocgov.com

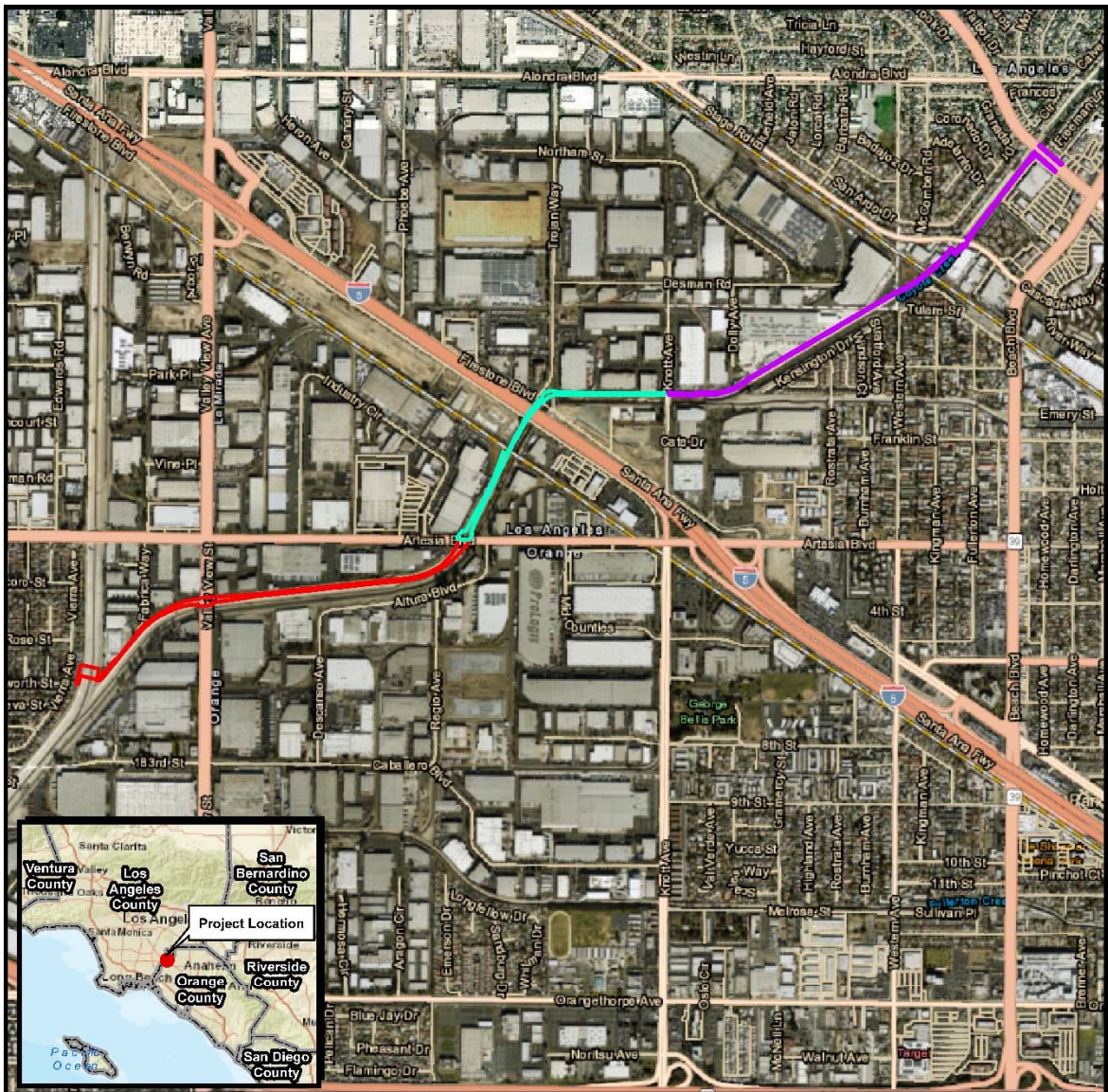
Attachment A: Project Location Maps



 County Administration South
601 North Ross Street
Santa Ana, California 92701

 P.O. Box 4048
Santa Ana, CA 92702-4048
 info@ocpw.ocgov.com

 (714) 667-8800
 ocpublicworks.com



Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\10.0.0.137\gis\Projects\7034_OC Loop\MXD\7034_OC Loop_Fig3_0 Project Location 2020_01 24.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, County of Orange Public Works, 2020; UltraSystems Environmental, Inc., 2020

February 07, 2020

Scale: 1:19,200



0 800 1,600 Feet

0 200 400 Meters

Legend

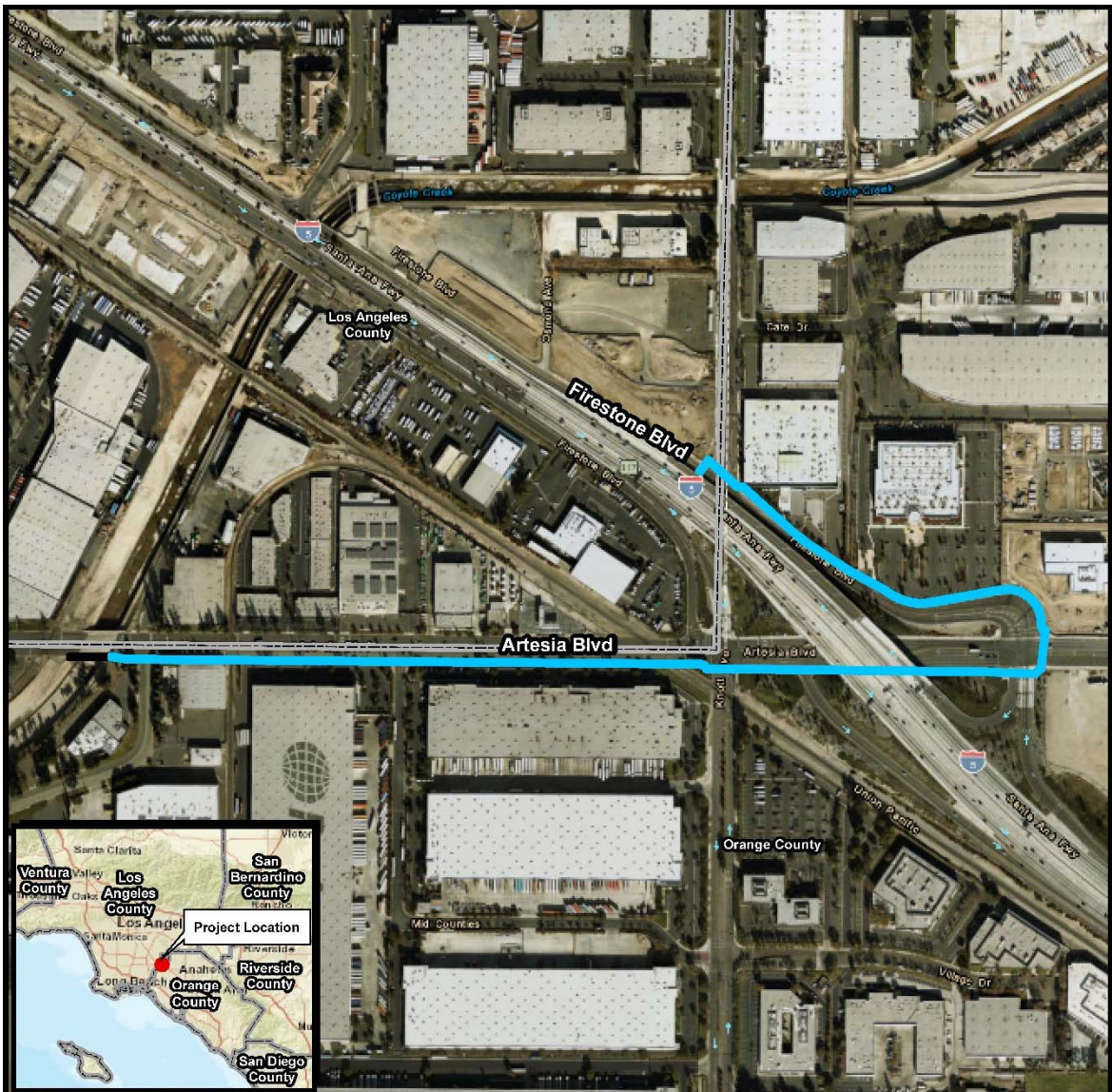
Project Boundary

- Segment O
- Segment P
- Segment Q

OC Loop Segments
O, P, and Q

Project Location

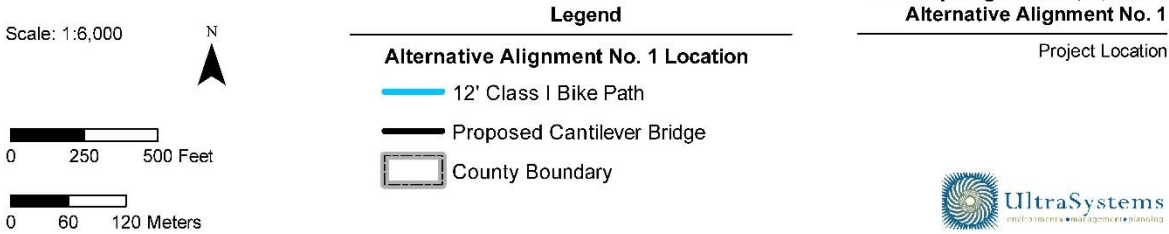




Disclaimer: Representations on this map or illustration are intended only to indicate locations of project parameters reported in the legend. Project parameter information supplied by others (see layer credits) may not have been independently verified for accuracy by UltraSystems Environmental, Inc. This map or illustration should not be used for, and does not replace, final grading plans or other documents that should be professionally certified for development purposes.

Path: \\10.0.0.137\GIS\Projects\7034_OC_Loop\MXDs\20200313_Alt1_Revised\7034_OC_Loop_Fig3_0_Project_Location_Alt1_BB_Review_2020_03_25.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community; County of Orange Public Works, 2020; UltraSystems Environmental, Inc., 2020

March 27, 2020



ATTACHMENT G: Posted NOI for Recirculation



County of Orange

**Notice of Intent to Adopt a Recirculated Initial Study
Mitigated Negative Declaration**

POSTED

AUG 13 2021

HUGH NGUYEN, CLERK-RECORDER

BY: A.N. DEPUTY

To: Agencies, Organizations, and Interested Parties
From: County of Orange, OC Public Works
Subject: Notice of Intent to Adopt a Recirculated Initial Study/Mitigated Negative Declaration (IS/MND) for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project

The County of Orange, OC Public Works is the Lead Agency under the California Environmental Quality Act (CEQA) for the proposed project. The County of Orange has prepared a Recirculated Mitigated Negative Declaration to determine the environmental effects of the proposed project. See limited changes to initial circulation per Executive Summary. After the initial IS/MND was circulated for public review from November 13, 2020 to December 15, 2020 and as a result of separate permit consultations with USACE, UPRR and BNSF Railroad, limited project change alternatives are proposed. County of Orange staff decided that additional analysis is warranted for 4 specific crossing locations, resulting in preparation of this Recirculated IS/MND, in accordance with State CEQA Guidelines section 15073.5. The remaining document remains unchanged from the initial circulation. Modifications and changes to the text of the IS/MND document are indicated with strikethrough for deleted text and underline for new text.

AGENCIES: The County of Orange requests that your agency review the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with California Code of Regulations, Title 14, Section 15086(a).

ORGANIZATIONS AND INTERESTED PARTIES: The County of Orange requests your comments and concerns regarding environmental issues associated with the four new alternatives to the project.

Project Title: OC Loop Segments O, P, and Q Coyote Creek Bikeway Project

Project Description: The proposed 2.7-mile OC Loop Segment O, P, and Q Coyote Creek Bikeway Project is a component of a 66-mile regional bikeway corridor called the OC Loop. When constructed, the proposed project will close an existing bikeway gap in the OC Loop, increase the use of active transportation travel modes, enhance safety and mobility for non-motorized users, advance efforts to achieve greenhouse gas reduction goals, improve aesthetics, access and maintenance to the Coyote Creek Channel, and enhance public health. In addition, the proposed project is a safety and mobility enhancement for the County of Orange.

Project Location: The OC Loop Segment O, P, and Q Coyote Creek Bikeway Project involves the construction of a 2.7-mile bikeway along the Coyote Creek flood control channel (i.e., Coyote Creek Channel) in the City of Cerritos on the south, through the City of La Mirada, to the City of Buena Park to the north. The proposed project would, at its southern terminus, begin at the existing Coyote Creek Bikeway (in the City of Cerritos) at the confluence of the north and east forks of the Coyote Creek Channel. The proposed project would trend in a northeast direction for approximately 2.7 miles, where it connects to Segment R of the Coyote Creek Bikeway at La Mirada Boulevard in the City of Buena Park.

Significant Environmental Effects: The Recirculated IS/MND concludes that no significant unavoidable environmental effects would occur as a result of the proposed project. Potentially significant impacts related to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, public services, recreation, transportation, tribal cultural resources, and mandatory findings of significance would be mitigated to a less than significant level.

Public Review Period/Responses and Comments: The Recirculated IS/MND will be available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15087. The County will accept comments, specific to these changes for 32 days, starting on **August 13, 2021 to September 13, 2021**. All comments must be submitted in written format; either in a letter or email format. It is not necessary to resubmit comments previously made on the initial IS/MND. Please indicate a contact person for your agency/organization and send your responses or comments to:

County of Orange, Development Services/Planning
 Attn: Kevin Shannon
 601 N. Ross Street, Santa Ana, CA 92701
 Email: Kevin.Shannon@ocpw.ocgov.com

DOCUMENT AVAILABILITY: The Recirculated IS/MND and associated materials are available for review during regular business hours at: County of Orange, 601 N. Ross Street, Santa Ana, CA 92701

The document is available online on the County of Orange's website at: <https://pcds.ocpublicworks.com/service-areas/oc-development-services/planning-development/current-projects/4th-district/oc-loop>

ATTACHMENT H: Proof of Publication Recirculation

The Orange County Register

1771 S. Lewis Street
Anaheim, CA 92805
714-796-2209

5248266

ULTRASYSTEMS ENVIRONMENTAL
ATTN: EMILY MAKINI
16431 SCIENTIFIC WAY
IRVINE, CA 92618

AFFIDAVIT OF PUBLICATION

STATE OF CALIFORNIA, }
County of Orange } SS.

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of The Orange County Register, a newspaper of general circulation, published in the city of Santa Ana, County of Orange, and which newspaper has been adjudged to be a newspaper of general circulation by the Superior Court of the County of Orange, State of California, under the date of November 19, 1905, Case No. A-21046, that the notice, of which the annexed is a true printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

08/16/2021

I certify (or declare) under the penalty of perjury under the laws of the State of California that the foregoing is true and correct:

Executed at Anaheim, Orange County, California, on
Date: August 16, 2021.



Signature

PROOF OF PUBLICATION

Legal No. 0011481348



County of Orange
Notice of Intent to Adopt a Recirculated Initial Study
Mitigated Negative Declaration

To: Agencies, Organizations, and Interested Parties

From: County of Orange, OC Public Works

Subject: Notice of Intent to Adopt a Recirculated Initial Study/Mitigated Negative Declaration (IS/MND) for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project

The County of Orange, OC Public Works is the Lead Agency under the California Environmental Quality Act (CEQA) for the proposed project. The County of Orange has prepared a Recirculated Mitigated Negative Declaration to determine the environmental effects of the proposed project. See limited changes to initial circulation per Executive Summary. After the initial IS/MND was circulated for public review from November 13, 2020 to December 15, 2020 and as a result of separate permit consultations with USACE, UPRR and BNSF Railroad, limited project change alternatives are proposed. County of Orange staff decided that additional analysis is warranted for 4 specific crossing locations, resulting in preparation of this Recirculated IS/MND, in accordance with State CEQA Guidelines section 15073.5. The remaining document remains unchanged from the initial circulation. Modifications and changes to the text of the IS/MND document are indicated with strikethrough for deleted text and underline for new text.

AGENCIES: The County of Orange requests that your agency review the scope and content of the environmental information relevant to your agency's statutory responsibilities in connection with the proposed project, in accordance with California Code of Regulations, Title 14, Section 15086(a).

ORGANIZATIONS AND INTERESTED PARTIES: The County of Orange requests your comments and concerns regarding environmental issues associated with the four new alternatives to the project.
Project Title: OC Loop Segments O, P, and Q Coyote Creek Bikeway Project

Project Description: The proposed 2.7-mile OC Loop Segment O, P, and Q Coyote Creek Bikeway Project is a component of a 46-mile regional bikeway corridor called the OC Loop. When constructed, the proposed project will close an existing bikeway gap in the OC Loop, increase the use of active transportation travel modes, enhance safety and mobility for non motorized users, advance efforts to achieve greenhouse gas reduction goals, improve aesthetics, access and maintenance to the Coyote Creek Channel, and enhance public health. In addition, the proposed project is a safety and mobility enhancement for the County of Orange.

Project Location: The OC Loop Segment O, P, and Q Coyote Creek Bikeway Project involves the construction of a 2.7-mile bikeway along the Coyote Creek flood control channel (i.e., Coyote Creek Channel) in the City of Cerritos on the south, through the City of La Mirada, to the City of Buena Park to the north. The proposed project would, at its southern terminus, begin at the existing Coyote Creek Bikeway (in the City of Cerritos) at the confluence of the north and east forks of the Coyote Creek Channel. The proposed project would trend in a northeast direction for approximately 2.7 miles, where it connects to Segment R of the Coyote Creek Bikeway at La Mirada Boulevard in the City of Buena Park.

Significant Environmental Effects: The Recirculated IS/MND concludes that no significant unavoidable environmental effects would occur as a result of the proposed project. Potentially significant impacts related to aesthetics, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, public services, recreation, transportation, tribal cultural resources, and mandatory findings of significance would be mitigated to a less than significant level.

Public Review Period/Responses and Comments: The Recirculated IS/MND will be available for public review and comment pursuant to California Code of Regulations, Title 14, Section 15087. The County will accept comments, specific to these changes for 32 days, starting on August 13, 2021 to September 13, 2021. All comments must be submitted in written format either in a letter or email format. It is not necessary to resubmit comments previously made on the initial IS/MND. Please indicate a contact person for your agency/organization and send your responses or comments to:

County of Orange, Development Services/Planning
Attn: Kevin Shannon
601 N. Ross Street, Santa Ana, CA 92701
Email: Kevin.Shannon@ocpw.ocgov.com

ATTACHMENT I - Certified Mail Receipts Recirculation

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Sent To: Luciano / Tongva Indians
Attn: Sandra Good, Chairperson
106 1/2 Judge John Aliso St., #231
City, State, ZIP+4: Los Angeles CA 90012

PS Form 3800, August 2006 See Reverse for Instructions

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Sent To: Gabrieleno Band of Mission Indians
- Kish Nation, Attn: Andrew Solas
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City, State, ZIP+4: Covina CA 91723

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08/12/2021

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Attn: Charles Alvarez
23454 Vanowen Street
City, State, ZIP+4: West Hills, CA 91307

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08/12/2021

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Band of Mission Indians
PO Box 693
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Belmont, CA 94707

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Restricted Delivery Fee (Endorsement Required)	\$0.00
Total Postage & Fees	\$6.45

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08/12/2021

Sent To: Luciano / Tongva Indians of
California Tribal Council
PO Box 490
City, State, ZIP+4: Belflower, CA 94707

PS Form 3800, August 2006 See Reverse for Instructions

ATTACHMENT I: PUBLIC AGENCY COMMENT LETTERS - INITIAL & RECIRCULATION

From: Lane, Jessie@Wildlife <Jessie.Lane@Wildlife.ca.gov>
 Sent: Wednesday, December 02, 2020 2:12 PM
 To: Volz, James <James.Volz@ocpw.ocgov.com>
 Cc: Turner, Jennifer@Wildlife <Jennifer.Turner@wildlife.ca.gov>
 Subject: OC Loop Segments O, P, and Q Coyote Creek Bikeway Project IS/MND

Dear Mr. Volz,

Comment Letter A

The California Department of Fish and Wildlife (CDFW) has reviewed the Initial Study and Mitigated Negative Declaration (IS/MND) dated November 2020, for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project. CDFW is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA; §§ 15386 and 15281, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (Fish and Game Code § 2050 et seq.) and other sections of the Fish and Game Code (1600 et seq.). CDFW also administers the Natural Community Conservation Planning (NCCP) program.

A-1

Mitigation Measure BIO-1 (MM BIO-1) indicates that, "[t]he biological monitor may use an object to "steer" the animal away from the project site, such as a snake stick or piece of plywood. For nesting birds or roosting bats, buffers will be established, as detailed in MM BIO-5 and MM BIO-7. The biological monitor may collect and relocate nonspecial-status species outside of the work area where it will not be harmed."

A-2

The CDFW currently implements its authority to issue permits for the take or possession of wildlife, including mammals, birds, and the nests and eggs thereof, reptiles, and amphibians, fish, certain plants, and invertebrates for scientific, educational, and propagation purposes through Section 650, Title 14, California Code of Regulations, by issuing Scientific Collecting Permits. If wildlife is to be physically touched and/or moved, the on site biologist should be required to obtain, as applicable, a Scientific Collecting Permit (SCP). A Species Relocation Plan may be appropriate to establish protocol for relocation of wildlife, including guidelines for the SCP-holding biologist to capture unharmed and release found species in appropriate habitat an adequate distance from the project site, unless they are a Federally and/or State-listed species in which coordination and direction from USFWS and/or CDFW, respectively, shall be required.

A-3

Additionally, Mitigation Measure BIO-5 (MM BIO-5) indicates that nesting bird surveys will be completed within seven days prior to activities if work occurs during nesting bird season. To adequately identify nesting bird presence in the Project area, surveys should be conducted no more than three days prior to ground disturbance, vegetation removal, or construction activities. We recommend that the second bullet point in MM BIO-5 be amended to read as follows (changes in bold):

A-4

"If project activities that will remove or disturb potential nest sites cannot be avoided during January 31 through September 15, a qualified biologist will conduct a pre-construction survey for breeding bird activity or active nests within the limits of project disturbance no more than three days prior to mobilization, staging and other disturbances. A lapse of no more than three days should occur between nesting bird surveys."



ORANGE COUNTY FIRE AUTHORITY

P. O. Box 57115, Irvine, CA 92619-7115

1 Fire Authority Way, Irvine, CA 92602

Brian Fennessy, Fire Chief • www.ocfa.org • (714) 573-6000 / Fax (714) 368-8843

December 9, 2020

Comment Letter B

County of Orange, Development Services/Planning
Attn: Kevin Shannon
601 N. Ross Street
Santa Ana, CA 92701
Email: Kevin.Shannon@ocpw.ocgov.com

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project

Kevin Shannon:

Thank you for the opportunity to review the subject document. The Orange County Fire Authority (OCFA) provides fire protection and emergency medical services response to a good portion of the project area. Services include: structural fire protection, emergency medical and rescue services, education and hazardous material response. OCFA also participates in disaster planning as it relates to emergency operations, which includes high occupant areas and schools sites and may participate in community disaster drills planned by others. Resources are deployed based upon a regional service delivery system, assigning personnel and equipment to emergency incidents without regard to jurisdictional boundaries. The equipment used by the department has the versatility to respond to both urban and wildland areas.

B-1

We have no comments regarding the subject document

Thank you for providing us with this information. Please contact me at 714-573-6253 if you have any questions.

Sincerely,

Robert Distaso PE
Fire Safety Engineer
Planning & Development Section - OCFA
robertdistaso@ocfa.org

714-573-6253

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STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 12
 1750 EAST 4TH STREET, SUITE 100
 SANTA ANA, CA 92705
 PHONE (657) 328-6000
 FAX (657) 328-6522
 TTY 711
www.dot.ca.gov/caltrans-near-me/district12



Making Conservation
 a California Way of Life.

December 15, 2020

Mr. James Volz
 County of Orange
 601 N Ross Street
 Santa Ana, CA 92701

Comment Letter C

File: IGR/CEQA
 SCH#: 2020110244
 DOC#: 12-ORA-2019-01552
 I-5

Dear Mr. Volz,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration (MND) for the proposed OC Loop OC Loop Segments O, P, and Q Coyote Creek Bikeway Project. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

The project proposes to close an existing bikeway gap in the OC Loop and provide improvements to safety and access. The project is located on Coyote Creek near the Los Angeles County and Orange County border. Nearby Caltrans facilities include Interstate 5 (I-5). Caltrans District 12 is a responsible agency and has made the following comments in coordination with Caltrans District 7:

C-1

Transportation Planning:

1. Caltrans concurs that since this is an active transportation project, it can be presumed to have a less-than-significant Vehicle Miles Traveled (VMT) impact, per the State of California, Governor's Office of Planning and Research, Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018).
2. Caltrans has the following comments regarding bicycle/pedestrian safety and accessibility:
 - Reduce frontages, walls, or obstructions at the ingress and egress driveway(s) on Trojan Way that could block the visibility of approaching pedestrians, bicyclists, or motorists.
 - For at-grade crossings on OC Loop segments, consider implementing optical or loop detection for approaching bicyclists

C-2

C-3

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Mr. Volz
December 15, 2020
Page 3

- Consider adding mile markers and wayfinding signage along the trail. Implement signage along the trail as markers of physical activity (such as ¼ mile or ½ mile markers). Signage should also be informational to highlight the river's connectivity to nearby destinations; informing the community of its use as a viable route to community locations. C-4
- 4. Caltrans has the following comments regarding coordination efforts:
 - Ensure that a maintenance agreement is in place with appropriate jurisdictions, including railroad agencies, to remove graffiti as well as address pavement and other safety issues along the OC Loop. Failure to address these issues could present public perception issues that may impact usage and will be more difficult to address later. C-5
 - Encourage nearby cities to adopt complete streets policies to better connect neighborhoods to the trail/channel and prioritize connectivity to the channel from local schools and other public gathering spaces.
 - Collaborate with Safe Routes to School, Watch D.O.G.S., PTSA and/or other related programs at nearby schools to determine how student routes can be shifted on to the OC Loop. Another discussion item could be installing volunteers during school commuting hours along the route, which would increase safety for schoolchildren as well as utilization of the OC loop.
- 5. Consider installing water fountains, benches, and trash receptacles (that are maintained) at reasonably distanced intervals, to provide comfort to trail users. C-6
- 6. Caltrans supports this project, as it promotes the use of Active Transportation and improves regional connectivity by closing a gap in the OC Loop. We encourage the design of Active Transportation facilities that include high-quality pedestrian and bicycle infrastructure that are safe and comfortable for users of all ages and abilities. These improvements also improve air quality and public health, reduce congestion and VMT, promote improved first-/last-mile connections, and increase safety for all modes of transportation. C-7

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Mr. Volz
December 15, 2020
Page 4

7. Caltrans supports the preparation of a construction management plan, as detailed in mitigation measure TRANS-1, which will reduce the potential for disruptions to existing pedestrian facilities during the project construction phase. If construction traffic is expected to cause delays on State facilities, please submit the construction management plan detailing these delays for Caltrans' review C-8
8. Caltrans also supports scheduling construction truck traffic and employee shifts to avoid creating trips during the peak traffic periods. C-9

Maintenance:

9. Should any planting be done along the trail, consider avoiding the use of plants that may easily become overgrown and encroach into the cyclist & pedestrian path of travel. C-10
10. At locations where plantings can be undertaken adjacent to or in open areas nearby OC Loop segments, please consider using drought tolerant landscaping and shade trees. C-10
11. Consider using fencing made of a graffiti-resistant material/coating that will make graffiti minimally visible to trail users. Install fencing higher than five feet. C-10

NPDES/Stormwater:

12. When possible, reduce the Effective Impervious Area in the watershed. Consider capture methods for stormwater and dry-weather runoff in the watersheds and along the tributaries that drain surface water/groundwater into the Channel. C-11

Permits:

13. Any project work proposed in the vicinity of the State ROW would require an encroachment permit and all environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans's requirements for work done within State ROW, additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to meet requirements for any work within or near State ROW. For specific details for the Encroachment Permits procedure, please refer to the Caltrans's C-12

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Mr. Volz
December 15, 2020
Page 5

Encroachment Permits Manual at:
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Jude Miranda at (657) 328-6229 or Jude.Miranda@dot.ca.gov.

Sincerely,



SCOTT SHELLEY
Branch Chief, Regional-IGR-Transit Planning
District 12

↑ C-12

↑ C-13

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P.O. BOX 3130 • CERRITOS, CALIFORNIA 90703-3130
PHONE: (562) 860-0311 • CERRITOS.US



Comment Letter D

December 14, 2020

Mr. Brad Fowler, Contract Project Manager
OC Public Works/Infrastructure – Project Management
601 N. Ross Street
Santa Ana, CA 92701
Via e-mail: Brad.Fowler2@ocpw.ocgov.com

Subject: **City of Cerritos Comments Regarding Initial Study and Mitigated Negative Declaration for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project**

Dear Mr. Fowler:

Thank you for providing the City of Cerritos with an opportunity to review and comment on the Initial Study and Mitigated Negative Declaration ("IS/MND") for the proposed OC Loop Segments O, P, and Q Coyote Creek Bikeway Project. While the IS/MND provides a comprehensive review of OC Loop segments extending from the City of Cerritos to the City of La Mirada, the City of Cerritos would like to take this opportunity to provide comments specifically related to the southern terminus, Segment O, located adjacent to sensitive residential uses within the boundaries of the City of Cerritos.

D-1

The City of Cerritos has reviewed the draft IS/MND and hereby expresses its concerns and requests additional mitigation measures related to potential impacts to City of Cerritos residentially zoned properties, including the properties located at 17818 Vierra Avenue (APN 7022-022-004), 17824 Vierra Avenue (APN 7022-022-005), 17830 Vierra Avenue (APN 7022-022-006) and 17834 Vierra Avenue (APN 7022-022-007) ("adjacent residential properties"), which are directly adjacent to the proposed OC Loop prefabricated truss bridge in Segment O. We respectfully submit the following comments related to the subject bridge for review and consideration by OC Public Works as part of the IS/MND public comment period:

D-2

1. Truss Structure Height. While the City of Cerritos has no objections to the proposed modified bowstring bridge style, the City of Cerritos would like to express its concerns regarding the visual impacts to adjacent residential properties resulting from the height of the proposed prefabricated truss bridge structure. The City of Cerritos requests that the bridge be designed with the lowest possible overall design profile, in order to result in the least visual impact to the adjacent residential properties. In order to accomplish this, the City of Cerritos requests that the heights of all bridge alternatives, as identified in Appendix A4, and their respective visual impacts to the adjacent residential properties be assessed as a potential Aesthetic impact in the IS/MND, and that the bridge structure with the least overall height be selected as the preferred option.

D-3

NARESH SOLANKI
MAYOR

CHUONG VO
MAYOR PRO TEM

BRUCE W. BARROWS
COUNCILMEMBER

GRACE HU
COUNCILMEMBER

FRANK AURELIO YOKOYAMA
COUNCILMEMBER

City of Cerritos Comments Regarding Initial Study and Mitigated Negative Declaration for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project
December 14, 2020
Page 2

2. Bridge Material and Finish. Pursuant to IS/MND Section 3.3.1, the proposed bridge will be made of steel and will be designed to have a rust patina ("weathered steel" look) (Page 3-7, IS/MND). In order to remain consistent with the aesthetic and design standards that all City of Cerritos residents, property owners, business owners, and contractors are held accountable to, the City of Cerritos does not support the proposed weathered steel (or Corten) exterior finish for the bridge. The resulting rust patina would be inconsistent with the surrounding neighborhood and with the City of Cerritos' aesthetic and design standards. In order to ensure aesthetic consistency with the adjacent surrounding neighborhood, the City of Cerritos requests that the bridge be painted in one (1) uniform neutral color, such as light gray or light beige. As such, the City of Cerritos requests that that this alternative for the bridge finish be addressed as a potential Aesthetic impact in the IS/MND. As noted in Table 4.1-1 of the IS/MND, Goal LU-6 of the Cerritos General Plan calls for avoiding incompatible uses that detract from the aesthetics of the community (Page 4.1-7, IS/MND). It is for this reason that the City requests that the bridge be painted one neutral color, and that such material and finish be incorporated for consideration in the Aesthetic section of the IS/MND to ensure compatibility with adjacent residential properties.

D-4

3. Bikeway Deck Sound Attenuation. As indicated in Appendix A4, the proposed bikeway deck will be constructed using timber/wood materials. As the proposed prefabricated truss bridge for the southern terminus of the OC Loop (Segment O) abuts sensitive residential uses, the City of Cerritos is requesting that the bridge deck be designed with sound attenuation construction methods such that noise impacts from the timber deck materials are minimized. The City is concerned that the noise from bikes traversing the proposed timber deck, caused by the potential rattling of timber boards against the metal structure anticipated over time, as weathering occurs and as fasteners are loosened due to wood expansion and/or contraction, will result in noise impacts to the City of Cerritos' adjacent residential properties. Thus, the City of Cerritos is requesting that the bridge deck construction include some form of insulation material designed to absorb the potential sound anticipated from the use of the timber deck over time. To ensure that potential noise impacts resulting from the timber deck are mitigated, and to ensure the requested use of some form of insulation material, the City of Cerritos requests that the IS/MND address said concern in the Noise analysis section of the document.

D-5

4. Mitigation Measures Related to Noise Impacts. The City of Cerritos respectfully disagrees with the IS/MND finding that "operation of the proposed project would not create any sources of noise" (Page 4.13-16, IS/MND). As referenced in the IS/MND, Policy N-3.3 and N-3.4 from the Cerritos General Plan requires all projects to "incorporate noise reduction measures into all development proposals, as necessary" and "consider noise impacts associated with the development of non-residential uses in the vicinity of residential uses" (Page 4.13-10, IS/MND).

D-6

As previously mentioned, based on the City's experience with ground surface material, the City reiterates its concern regarding the noise resulting from the anticipated bicycle traffic travelling along the proposed 207-ft. timber deck. As the adjacent residential uses are within thirty (30) feet of the proposed bridge, residents will be adversely impacted from the noise produced by the potential rattling of the

D-7

City of Cerritos Comments Regarding Initial Study and Mitigated Negative Declaration for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project
December 14, 2020
Page 3

timber deck. As such, the City of Cerritos is requesting the following mitigation measures:

- The east-facing residential windows of the four (4) affected single-family properties shall be replaced with double-pane windows, at the project sponsor's expense, subject to compliance with City of Cerritos building permit requirements.
- The block walls located along the east property line of each of the four (4) residential properties shall be extended with block or re-built with block to an eight-foot (8'-0") height from the highest adjacent grade level, at the project sponsor's expense, subject to compliance with City of Cerritos building permit requirements.

D-7

5. Deep Pile-Driven Construction Method. Appendix A4 provides two (2) options for the foundation of the bridge deck, indicating that "the two bridge sites will be founded on driven deep foundations or CIDH pile foundations..." (Page 11, Bridge Type Selection Report). However, the IS/MND does not assess the construction and noise impacts associated with either of the proposed foundation methods. In accordance with City of Cerritos construction guidelines, continuous pile driven foundation methods are not permitted. As the southern terminus of the bridge in Segment O is directly adjacent to sensitive residential land uses, the City of Cerritos is concerned with the potential deep driven foundation method to be used for bridge construction, as the proposed bridge structure abuts residential homes, and the continuous pile driven construction method would adversely impact the welfare of these residents. In light of potential vibratory construction impacts to the surrounding residential land uses, the City of Cerritos firmly requests that the CIDH pile foundation method be utilized to reduce construction impacts to adjacent residential properties and property owners. Additionally, construction noise impacts resulting from the construction of the foundation are not currently evaluated in the IS/MND; the City of Cerritos is requesting that they be evaluated in an effort to address the City's General Plan Noise Policies N-3.3 and N-3.4, as referenced above.

D-8

6. Maintain the Existing Character of Established Development. Table 4.11-1 of the IS/MND references City of Cerritos General Plan Land Use Element Policy LU-11.2, which states that new developments/projects are to be "a positive addition to the City's environment" and "do not detract from the nature and character of appropriate nearby established development" (Page 4.11-2, IS/MND). The City is in support of development projects which comply with and meet goals and policies established in the City's General Plan. As such, the comments being provided in this letter in response to the proposed OC Loop Segments project ensure that proposed bikeway is a positive addition and that potential impacts, such as aesthetic incompatibility and noise, do not detract from the existing community and adjacent residential properties.

D-9

Thank you in advance for your consideration of the aforementioned concerns and additional revisions/mitigation measures related to the proposed construction of the prefabricated truss bridge in the City of Cerritos. The City of Cerritos respectfully requests that these comments be addressed in connection with the proposed project and that the environmental impact analysis/project scope in the IS/MND and related appendices be further revised

D-10

City of Cerritos Comments Regarding Initial Study and Mitigated Negative Declaration for
the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project
December 14, 2020
Page 4

accordingly. Should you have any questions regarding these comments, please do not
hesitate to contact me at (562) 916-1201.

Sincerely,



Robert A. Lopez
Director of Community Development

cc Art Gallucci, City Manager
 Mark Steres, City Attorney
 Torrey Contreras, Senior Assistant City Manager
 Kanna Vancheswaran, Director of Public Works
 Kristin Aguila, Advance Planning Manager
 Sandy Cisneros, Senior Planner

↑
D-10
↓

From: Toan Duong <TUONG@dpw.lacounty.gov>
Sent: Thursday, February 18, 2021 5:35 PM
To: Fowler, Brad <Brad.Fowler2@ocpw.ocgov.com>
Cc: Aracely Lasso <ALASSO@dpw.lacounty.gov>; Justin Dulay <JDulay@dpw.lacounty.gov>; Long Thang <LTHANG@dpw.lacounty.gov>; Thong Ngov <TNGOV@dpw.lacounty.gov>; Eden (Mulu) Berhan <EBERHAN@dpw.lacounty.gov>; Yvonne Taylor <YTAYLOR@dpw.lacounty.gov>; Miguel Garibay Jr <MiGaribay@dpw.lacounty.gov>; Danny Su <DSu@dpw.lacounty.gov>
Subject: RE: LA County Flood Control District Permit: FCDP2020000244 -CEQA ISMND

Comment Letter E

Thank you for the opportunity to review the Initial Study (IS) and Mitigated Negative Declaration (MND) for the Orange County Loop Segments O, P, and Q Coyote Creek Bikeway Project. The project proposes to construct a 2.7-mile bikeway along the Coyote Creek flood control channel in the City of Cerritos on the south, through the City of La Mirada, to the City of Buena park to the north.

The Los Angeles County Flood Control District (LACFCD) has reviewed the IS/MND and has no objection to the proposed project. The LACFCD has the following general comments for your consideration relating to the subject permit:

1. For safety reasons, the proposed prefabricated truss bridge that crosses Coyote Creek to join the Bike Path with the San Gabriel River shall be designed with direct line of sight for vehicles and cyclists. Provide proper lighting for the bridge and underpass as needed for safety issue. The LACFCD will not be responsible for the maintenance of the proposed prefabricated truss bridge.
2. The LACFCD owns and maintains the nearby Coyote Creek Channel. Ensure that new improvements shall not negatively impact vehicle and truck access necessary for operation and maintenance issues.
3. All LACFCD access points and easements shall be maintained and protected in place.
4. Submit all proposed plans/specifications and reports for the project to Los Angeles County Public Works, Land Development Division and Stormwater Maintenance Division, South Area for review and approval.

For questions regarding the above comments, please contact Yvonne Taylor of Public Works, Stormwater Maintenance Division at (626) 238-3116 or ytaylor@pw.lacounty.gov.

Sincerely,

Toan Duong

Civil Engineer
 Los Angeles County Public Works
 Office: (626) 458-4921



From: Toan Duong <[TUDUONG@dpw.lacounty.gov](mailto:TUONG@dpw.lacounty.gov)>
Sent: Thursday, February 18, 2021 5:35 PM
To: Fowler, Brad <Brad.Fowler2@ocpw.ocgov.com>
Cc: Aracely Lasso <ALASSO@dpw.lacounty.gov>; Justin Dulay <JDulay@dpw.lacounty.gov>; Long Thang <LTHANG@dpw.lacounty.gov>; Thong Ngov <TNGOV@dpw.lacounty.gov>; Eden (Mulu) Berhan <EBERHAN@dpw.lacounty.gov>; Yvonne Taylor <YTAYLOR@dpw.lacounty.gov>; Miguel Garibay Jr <MiGaribay@dpw.lacounty.gov>; Danny Su <DSu@dpw.lacounty.gov>
Subject: RE: LA County Flood Control District Permit: FCDP2020000244 -CEQA ISMND

Comment Letter F

Thank you for the opportunity to review the Initial Study (IS) and Mitigated Negative Declaration (MND) for the Orange County Loop Segments O, P, and Q Coyote Creek Bikeway Project. The project proposes to construct a 2.7-mile bikeway along the Coyote Creek flood control channel in the City of Cerritos on the south, through the City of La Mirada, to the City of Buena park to the north.

F-1

The Los Angeles County Flood Control District (LACFCD) has reviewed the IS/MND and has no objection to the proposed project. The LACFCD has the following general comments for your consideration relating to the subject permit:

1. For safety reasons, the proposed prefabricated truss bridge that crosses Coyote Creek to join the Bike Path with the San Gabriel River shall be designed with direct line of sight for vehicles and cyclists. Provide proper lighting for the bridge and underpass as needed for safety issue. The LACFCD will not be responsible for the maintenance of the proposed prefabricated truss bridge.
2. The LACFCD owns and maintains the nearby Coyote Creek Channel. Ensure that new improvements shall not negatively impact vehicle and truck access necessary for operation and maintenance issues.
3. All LACFCD access points and easements shall be maintained and protected in place.
4. Submit all proposed plans/specifications and reports for the project to Los Angeles County Public Works, Land Development Division and Stormwater Maintenance Division, South Area for review and approval.

F-2

F-3

F-4

F-5

For questions regarding the above comments, please contact Yvonne Taylor of Public Works, Stormwater Maintenance Division at (626) 238-3116 or ytaylor@pw.lacounty.gov.

F-6

Sincerely,

Toan Duong

Civil Engineer
 Los Angeles County Public Works
 Office: (626) 458-4921



From: Toan Duong <TDUONG@dpw.lacounty.gov>

Sent: Thursday, March 4, 2021 9:51 AM

To: Fowler, Brad <Brad.Fowler2@ocpw.ocgov.com>; 'Bruce Schmith' <Bruce.Schmith@ghd.com>

Cc: Aracely Lasso <ALASSO@dpw.lacounty.gov>; Justin Dulay <JDulay@dpw.lacounty.gov>; Long Thang <LTHANG@dpw.lacounty.gov>; Thong Ngov <TNGOV@dpw.lacounty.gov>; Eden (Mulu) Berhan <EBERHAN@dpw.lacounty.gov>; Yvonne Taylor <YTAYLOR@dpw.lacounty.gov>; Miguel Garibay Jr <MiGaribay@dpw.lacounty.gov>; Danny Su <DSu@dpw.lacounty.gov>; Salazar, Cindy <Cindy.Salazar@ocpw.ocgov.com>; Shannon, Kevin <Kevin.Shannon@ocpw.ocgov.com>; Rudy Rivera <RRIVERA@dpw.lacounty.gov>; Mateusz (Matt) Suska <MSUSKA@dpw.lacounty.gov>

Subject: RE: LA County Flood Control District Permit: FCDP2020000244 -CEQA ISMND

Brad,

Comment Letter G

Thank you for your patience. We have the following responses/comments for your consideration:

1. Many bike paths are used daily for commuting by bikers while it is still dark outside. The presence of encampment by People Experiencing Homelessness (PEH) underneath bridges should also be considered. LACFCD had responded to accidents and injuries due to improper or no lighting underneath bridges. LACFCD recommends to have the bridge underpass lit as a proactive safety measure for bikers, hikers, PEH, service vehicles, and others who will be using the bike path. The lighting should at a minimum conform with the Caltrans Highway Design Manual, section 1003.1 Class I Bikeways (Bike Paths) subsection (18). For questions relating to the underpass lighting, please contact Los Angeles County Public Works, Bikeway Coordinator, Matt Suska at msuska@pw.lacounty.gov or 818-679-2264. G-1
2. The downstream River Station of 38404 of the HEC-RAS model is very close to the confluence of Coyote Creek with the North Fork. It's likely that a backwater condition exists that will affect the hydraulics for a portion of the Coyote Creek Channel. The consultant will need to request the hydraulic pertinent data sheets of Coyote Creek from the U.S. Army Corps of Engineers' Los Angeles District Office. The hydraulic pertinent data sheets consist of the hydraulic calculations of the channel. The computed water surface elevation for this station can be obtained from these calculations and should be used as the downstream boundary condition for the HEC-RAS model. Please provide the HEC-RAS files for review. For questions relating to the hydrology, please contact Los Angeles County Public Works, Stormwater Engineering Division, Danny Su at dsu@pw.lacounty.gov or 626-458-6142. G-2
3. Please continue to process the FCD2020000244 permit with Los Angeles County Public Works, Land Development Division, Thong Ngov at tngov@pw.lacounty.gov or 626-458-4962. G-3

Regards,

Toan Duong
Civil Engineer
Los Angeles County Public Works
Office: (626) 458-4921

Comment Letter H

From: Lane, Jessie@Wildlife <Jessie.Lane@Wildlife.ca.gov>
Sent: Thursday, September 02, 2021 10:43 AM
To: Volz, James <James.Volz@ocpw.ocgov.com>
Cc: Turner, Jennifer@Wildlife <Jennifer.Turner@wildlife.ca.gov>
Subject: RE: OC Loop Segments O, P, and Q Coyote Creek Bikeway Project IS/MND

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

Good morning Mr. Volz,

The California Department of Fish and Wildlife (CDFW) has reviewed the Recirculated Initial Study and Mitigated Negative Declaration (IS/MND) dated August 2021, for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project. CDFW is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA; §§ 15386 and 15281, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and other sections of the Fish and Game Code (1600 *et seq.*). CDFW also administers the Natural Community Conservation Planning (NCCP) program.

Per the Recirculated MND, the biological impacts anticipated under the alternate UPRR overcrossing option are not significantly increased from the project as described in the original MND. As indicated in our below e-mail (December 2020) in response to the original MND, we continue to recommend that nesting bird surveys be conducted no more than three days prior any ground disturbance, vegetation removal, or construction activities, to adequately identify nesting bird presence in the Project area. Additionally, If wildlife is to be physically touched and/or moved by hand or with an object, the on site biologist should either be required to obtain a Scientific Collecting Permit (SCP) in conjunction with submission of a Species Relocation Plan if appropriate, or a Measure for relocating wildlife should be established within the Streambed Alteration Agreement.

We appreciate the opportunity to comment on the Recirculated IS/MND for this project and look forward to coordinating with you on the Streambed Alteration Agreement. Should you have any questions pertaining to biological resources or regarding this email, please contact me.

Thank you,

Jessie Lane

Environmental Scientist
California Department of Fish and Wildlife
3883 Ruffin Road
San Diego, CA 92123
Jessie.Lane@wildlife.ca.gov

Comment letter I

From: Yvonne Taylor <YTAYLOR@dpw.lacounty.gov>

Sent: Wednesday, August 25, 2021 4:40 PM

To: Fowler, Brad <Brad.Fowler2@ocpw.ocgov.com>; Toan Duong <TDUONG@dpw.lacounty.gov>; 'Bruce Schmith' <Bruce.Schmith@ghd.com>

Cc: Aracely Lasso <ALASSO@dpw.lacounty.gov>; Justin Dulay <JDulay@dpw.lacounty.gov>; Long Thang <LTHANG@dpw.lacounty.gov>; Thong Ngov <TNGOV@dpw.lacounty.gov>; Eden (Mulu) Berhan <EBERHAN@dpw.lacounty.gov>; Miguel Garibay Jr <MiGaribay@dpw.lacounty.gov>; Danny Su <DSu@dpw.lacounty.gov>; Rudy Rivera <RRIVERA@dpw.lacounty.gov>; Mateusz (Matt) Suska <MSUSKA@dpw.lacounty.gov>; Margaret Partridge <mpartridge@ultrasystems.com>

Subject: RE: LA County Flood Control District Permit: FCDP2020000244 -CEQA ISMND Responses and Recirculation Notice

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

Hello all.....SWMD - Imperial Yard has no further comments as previously noted below:

1. For safety reasons, the proposed prefabricated truss bridge that crosses Coyote Creek to join the Bike Path with the San Gabriel River shall be designed with direct line of sight for vehicles and cyclists. Provide proper lighting for the bridge and underpass as needed for safety issue. The LACFCD will not be responsible for the maintenance of the proposed prefabricated truss bridge.
2. The LACFCD owns and maintains the nearby Coyote Creek Channel. Ensure that new improvements shall not negatively impact vehicle and truck access necessary for operation and maintenance issues.
3. All LACFCD access points and easements shall be maintained and protected in place.
4. Submit all proposed plans/specifications and reports for the project to Los Angeles County Public Works, Land Development Division and Stormwater Maintenance Division, South Area for review and approval.

For questions regarding the above comments, please contact Yvonne Taylor of Public Works, Stormwater Maintenance Division at (626) 238-3116 or ytaylor@pw.lacounty.gov.

Yvonne M. Taylor
Los Angeles County Public Works
Office: (562) 861-0316
Cell: (626) 238-3116

Comment Letter J



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September 13, 2021

Mr. Kevin Shannon
County of Orange – Development Services/Planning
601 N. Ross Street
Santa Ana, CA 92701

**Subject: OC Loop Segments O, P, and Q Coyote Creek Bikeway Project
Recirculated Initial Study and Mitigated Negative Declaration
(IS/MND)**

Dear Mr. Shannon:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Recirculated IS/MND for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project. The following comment is provided for your consideration.

- Please note that Stage Road is designated as a Secondary (4-lane, undivided) Arterial on the Master Plan of Arterial Highways (MPAH). Consistency with the MPAH is a prerequisite for local agencies to be eligible for Measure M2 (OC Go) Net Revenues as well as programs – including the Orange County Comprehensive Transportation Funding Program. For any potential changes to the Circulation Element in relation to arterials on the MPAH please: initiate an MPAH amendment request with OCTA, coordinate with impacted agencies, and conduct traffic analysis using an OCTA certified model. More information and the MPAH guidelines may be accessed online: <http://www.octa.net/News-and-Resources/Open-Data/MPAH-Overview/>

Throughout the development of this project, we encourage communication with OCTA on any matters discussed herein. If you have any questions or comments, please contact me at (714) 560-5907 or at dphu@octa.net.

Sincerely,

Dan Phu
Manager, Environmental Programs

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange / California 92863-1584 / (714) 560-OCTA (6282)

Comment Letter K



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



September 13, 2021

County of Orange, Development Services/Planning
Attention: Mr. Kevin Shannon and Mr. Brad Fowler
OC Public Works/Infrastructure – Project Management
601 N. Ross Street
Santa Ana, CA 92701
Via e-mail: Kevin.Shannon@ocpw.ocgov.com and Brad.Fowler2@ocpw.ocgov.com

Subject: **City of Cerritos Follow-Up Comment Letter Regarding the Recirculated Initial Study and Mitigated Negative Declaration for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project**

Dear Mr. Shannon and Mr. Fowler:

Thank you for serving as Lead Agency for the proposed OC Loop Segments O, P, and Q Coyote Creek Bikeway Project traversing through various portions of the Counties of Orange and Los Angeles, including portions of the City of Cerritos. On December 14, 2020, the City of Cerritos ("City") submitted comments regarding the Draft Initial Study and Mitigated Negative Declaration ("IS/MND") for the proposed project (see Attachment). The City appreciates the efforts of the County of Orange ("Lead Agency") to review and address the City of Cerritos' comments related to the truss structure/height of the bridge, bridge material and finish, bikeway deck sound attenuation, and the need to maintain the character of existing established development throughout Cerritos in the Recirculated IS/MND for the OC Loop Segments of the O, P, and Q Coyote Creek Bikeway Project.

As a follow-up to the City's initial comments, and in response to the Recirculated IS/MND, the City of Cerritos hereby respectfully resubmits two (2) comments detailed in the City's initial comment letter, which were not specifically addressed in the Recirculated IS/MND, but were discussed with Lead Agency Contract Project Manager Brad Fowler by telephone in recent months. The two (2) comments are as follows:

1. **Removal of Bikeway "Bulb Out".** In the City's initial comment letter, the City raised concerns regarding noise impacts related to the proximity of the proposed bridge to adjacent sensitive residential uses and recommended mitigation measures accordingly. Per City staff's discussion with Mr. Fowler in early 2021, the Lead Agency indicated that in order to minimize such impacts, the proposed bikeway "bulb out" adjacent to the residential uses would be removed, so that the existing bikeway alignment would remain in its current location and not be moved closer to residential uses. While this revision was not reflected in the Recirculated IS/MND, on September 9, 2021, Mr. Fowler assured City staff that the removal of the bicycle "bulb out" adjacent to the Cerritos residential uses would be facilitated by the Lead Agency in the final design.

GRACE HU
MAYOR

CHUONG VO
MAYOR PRO TEM

BRUCE W. BARROWS
COUNCILMEMBER

NARESH SOLANKI
COUNCILMEMBER

FRANK AURELIO YOKOYAMA
COUNCILMEMBER

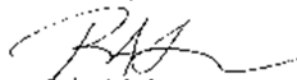
City of Cerritos Follow-Up Comment Letter Regarding the Recirculated Initial Study and Mitigated Negative Declaration for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project
September 13, 2021
Page 2

2. CIDH Pile Foundation. Additionally, in the City's initial comment letter, City staff raised concerns regarding the proposed deep pile-driven construction method impacting adjacent sensitive residential uses, and firmly requested that the CIDH pile foundation method be utilized to reduce such construction impacts to adjacent residential properties. While the Recirculated IS/MND did not address this concern, nor the City-recommended mitigation measure, on September 9, 2021, Mr. Fowler indicated to City staff that the Lead Agency agreed to utilize the quieter CIDH pile foundation installation method in an effort to further limit construction related noise impacts. As such, the City of Cerritos is pleased to acknowledge the Lead Agency's efforts in addressing the City's concerns related to construction mitigation measures and requests that the CIDH pile foundation installation method be memorialized in connection with approval of the final design.

In addition, upon further review of the Recirculated IS/MND, in several instances the Recirculated IS/MND stated that the City of Cerritos did not have an approved bicycle plan. Please note that in April 2010, the Cerritos City Council approved City Council Resolution No. 2010-3, adopting a Bikeway Master Plan for the City of Cerritos, and said plan has been implemented accordingly. The City's adopted Master Bikeway Plan can be accessed at the following weblink: http://www.cerritos.us/pdfs/cerritos_bike_paths.pdf. Thus, it is recommended that the revised IS/MND for the OC Loop Segments O, P, and Q Coyote Creek Project be further revised to clarify that the City of Cerritos does indeed have an approved Master Bikeway Plan.

Thank you in advance for your consideration of the aforementioned concerns and comments related to the proposed construction within the City of Cerritos of the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project. While certain comments raised in the City's initial comment letter were not addressed in the Recirculated IS/MND, the City appreciates the Lead Agency's verbal confirmation and commitment to fully addressing the remainder of the City's concerns as described above. Should you have any questions or concerns, please do not hesitate to contact me at (562) 916-1201.

Sincerely,



Robert A. Lopez
Director of Community Development

Attachment

cc Art Gallucci, City Manager
Bill Ihrke, City Attorney
Torrey Contreras, Senior Assistant City Manager
Kanna Vancheswaran, Director of Public Works
Kristin Aguila, Advance Planning Manager
Sandy Cisneros, Senior Planner



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PHONE: (562) 860-0311 • CERRITOS.US



December 14, 2020

Mr. Brad Fowler, Contract Project Manager
OC Public Works/Infrastructure – Project Management
601 N. Ross Street
Santa Ana, CA 92701
Via e-mail: Brad.Fowler2@ocpw.ocgov.com

Subject: City of Cerritos Comments Regarding Initial Study and Mitigated Negative Declaration for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project

Dear Mr. Fowler:

Thank you for providing the City of Cerritos with an opportunity to review and comment on the Initial Study and Mitigated Negative Declaration ("IS/MND") for the proposed OC Loop Segments O, P, and Q Coyote Creek Bikeway Project. While the IS/MND provides a comprehensive review of OC Loop segments extending from the City of Cerritos to the City of La Mirada, the City of Cerritos would like to take this opportunity to provide comments specifically related to the southern terminus, Segment O, located adjacent to sensitive residential uses within the boundaries of the City of Cerritos.

The City of Cerritos has reviewed the draft IS/MND and hereby expresses its concerns and requests additional mitigation measures related to potential impacts to City of Cerritos residentially zoned properties, including the properties located at 17818 Vierra Avenue (APN 7022-022-004), 17824 Vierra Avenue (APN 7022-022-005), 17830 Vierra Avenue (APN 7022-022-006) and 17834 Vierra Avenue (APN 7022-022-007) ("adjacent residential properties"), which are directly adjacent to the proposed OC Loop prefabricated truss bridge in Segment O. We respectfully submit the following comments related to the subject bridge for review and consideration by OC Public Works as part of the IS/MND public comment period:

1. **Truss Structure Height.** While the City of Cerritos has no objections to the proposed modified bowstring bridge style, the City of Cerritos would like to express its concerns regarding the visual impacts to adjacent residential properties resulting from the height of the proposed prefabricated truss bridge structure. The City of Cerritos requests that the bridge be designed with the lowest possible overall design profile, in order to result in the least visual impact to the adjacent residential properties. In order to accomplish this, the City of Cerritos requests that the heights of all bridge alternatives, as identified in Appendix A4, and their respective visual impacts to the adjacent residential properties be assessed as a potential Aesthetic impact in the IS/MND, and that the bridge structure with the least overall height be selected as the preferred option.

NARESH SOLANKI
MAYOR

CHUONG VO
MAYOR PRO TEM

BRUCE W. BARROWS
COUNCILMEMBER

GRACE HU
COUNCILMEMBER

FRANK AURELIO YOKOYAMA
COUNCILMEMBER

City of Cerritos Comments Regarding Initial Study and Mitigated Negative Declaration for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project
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2. Bridge Material and Finish. Pursuant to IS/MND Section 3.3.1, the proposed bridge will be made of steel and will be designed to have a rust patina ("weathered steel" look) (Page 3-7, IS/MND). In order to remain consistent with the aesthetic and design standards that all City of Cerritos residents, property owners, business owners, and contractors are held accountable to, the City of Cerritos does not support the proposed weathered steel (or Corten) exterior finish for the bridge. The resulting rust patina would be inconsistent with the surrounding neighborhood and with the City of Cerritos' aesthetic and design standards. In order to ensure aesthetic consistency with the adjacent surrounding neighborhood, the City of Cerritos requests that the bridge be painted in one (1) uniform neutral color, such as light gray or light beige. As such, the City of Cerritos requests that that this alternative for the bridge finish be addressed as a potential Aesthetic impact in the IS/MND. As noted in Table 4.1-1 of the IS/MND, Goal LU-6 of the Cerritos General Plan calls for avoiding incompatible uses that detract from the aesthetics of the community (Page 4.1-7, IS/MND). It is for this reason that the City requests that the bridge be painted one neutral color, and that such material and finish be incorporated for consideration in the Aesthetic section of the IS/MND to ensure compatibility with adjacent residential properties.
3. Bikeway Deck Sound Attenuation. As indicated in Appendix A4, the proposed bikeway deck will be constructed using timber/wood materials. As the proposed prefabricated truss bridge for the southern terminus of the OC Loop (Segment O) abuts sensitive residential uses, the City of Cerritos is requesting that the bridge deck be designed with sound attenuation construction methods such that noise impacts from the timber deck materials are minimized. The City is concerned that the noise from bikes traversing the proposed timber deck, caused by the potential rattling of timber boards against the metal structure anticipated over time, as weathering occurs and as fasteners are loosened due to wood expansion and/or contraction, will result in noise impacts to the City of Cerritos' adjacent residential properties. Thus, the City of Cerritos is requesting that the bridge deck construction include some form of insulation material designed to absorb the potential sound anticipated from the use of the timber deck over time. To ensure that potential noise impacts resulting from the timber deck are mitigated, and to ensure the requested use of some form of insulation material, the City of Cerritos requests that the IS/MND address said concern in the Noise analysis section of the document.
4. Mitigation Measures Related to Noise Impacts. The City of Cerritos respectfully disagrees with the IS/MND finding that "operation of the proposed project would not create any sources of noise" (Page 4.13-16, IS/MND). As referenced in the IS/MND, Policy N-3.3 and N-3.4 from the Cerritos General Plan requires all projects to "incorporate noise reduction measures into all development proposals, as necessary" and "consider noise impacts associated with the development of non-residential uses in the vicinity of residential uses" (Page 4.13-10, IS/MND).

As previously mentioned, based on the City's experience with ground surface material, the City reiterates its concern regarding the noise resulting from the anticipated bicycle traffic travelling along the proposed 207-ft. timber deck. As the adjacent residential uses are within thirty (30) feet of the proposed bridge, residents will be adversely impacted from the noise produced by the potential rattling of the

City of Cerritos Comments Regarding Initial Study and Mitigated Negative Declaration for the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project
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timber deck. As such, the City of Cerritos is requesting the following mitigation measures:


- The east-facing residential windows of the four (4) affected single-family properties shall be replaced with double-pane windows, at the project sponsor's expense, subject to compliance with City of Cerritos building permit requirements.
 - The block walls located along the east property line of each of the four (4) residential properties shall be extended with block or re-built with block to an eight-foot (8'-0") height from the highest adjacent grade level, at the project sponsor's expense, subject to compliance with City of Cerritos building permit requirements.
5. Deep Pile-Driven Construction Method. Appendix A4 provides two (2) options for the foundation of the bridge deck, indicating that "the two bridge sites will be founded on driven deep foundations or CIDH pile foundations..." (Page 11, Bridge Type Selection Report). However, the IS/MND does not assess the construction and noise impacts associated with either of the proposed foundation methods. In accordance with City of Cerritos construction guidelines, continuous pile driven foundation methods are not permitted. As the southern terminus of the bridge in Segment O is directly adjacent to sensitive residential land uses, the City of Cerritos is concerned with the potential deep driven foundation method to be used for bridge construction, as the proposed bridge structure abuts residential homes, and the continuous pile driven construction method would adversely impact the welfare of these residents. In light of potential vibratory construction impacts to the surrounding residential land uses, the City of Cerritos firmly requests that the CIDH pile foundation method be utilized to reduce construction impacts to adjacent residential properties and property owners. Additionally, construction noise impacts resulting from the construction of the foundation are not currently evaluated in the IS/MND; the City of Cerritos is requesting that they be evaluated in an effort to address the City's General Plan Noise Policies N-3.3 and N-3.4, as referenced above.
6. Maintain the Existing Character of Established Development. Table 4.11-1 of the IS/MND references City of Cerritos General Plan Land Use Element Policy LU-11.2, which states that new developments/projects are to be "a positive addition to the City's environment" and "do not detract from the nature and character of appropriate nearby established development" (Page 4.11-2, IS/MND). The City is in support of development projects which comply with and meet goals and policies established in the City's General Plan. As such, the comments being provided in this letter in response to the proposed OC Loop Segments project ensure that proposed bikeway is a positive addition and that potential impacts, such as aesthetic incompatibility and noise, do not detract from the existing community and adjacent residential properties.

Thank you in advance for your consideration of the aforementioned concerns and additional revisions/mitigation measures related to the proposed construction of the prefabricated truss bridge in the City of Cerritos. The City of Cerritos respectfully requests that these comments be addressed in connection with the proposed project and that the environmental impact analysis/project scope in the IS/MND and related appendices be further revised

City of Cerritos Comments Regarding Initial Study and Mitigated Negative Declaration for
the OC Loop Segments O, P, and Q Coyote Creek Bikeway Project
December 14, 2020
Page 4

accordingly. Should you have any questions regarding these comments, please do not
hesitate to contact me at (562) 916-1201.

Sincerely,



Robert A. Lopez
Director of Community Development

cc Art Gallucci, City Manager
Mark Steres, City Attorney
Torrey Contreras, Senior Assistant City Manager
Kanna Vancheswaran, Director of Public Works
Kristin Aguila, Advance Planning Manager
Sandy Cisneros, Senior Planner

Comment Letter L
**GABRIELENO BAND OF MISSION INDIANS - KIZH NATION**

Historically known as The San Gabriel Band of Mission Indians
 recognized by the State of California as the aboriginal tribe of the Los Angeles basin

Adopt Mitigative Declaration Study / Mitigated Negative Declaration

August 18, 2021

Project Name: OC Loop Segments O,P, and Q Coyote Creek Bikeway Project

We have received your Notice of the Adopt Mitigative Negative Declaration for the OC Loop Segments O,P, and Q Coyote Creek Bikeway Project. Our Tribal Government would like to be consulted if any ground disturbance will be conducted for this project.

Sincerely,

Gabrieleno Band of Mission Indians/Kizh Nation
 (1844) 390-0787 Office

Andrew Sales, Chairman
 Albert Perez, treasurer I

Nadine Sales, Vice-Chairman
 Martha Gonzalez Lemos, treasurer II

Dr. Christina Swindall Martinez, secretary
 Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723

www.gabrielenoindians@yahoo.com

gabrielenoindians@yahoo.com

Comment Letter M

From: William Engels <wdegit@sbcglobal.net>
Sent: Thursday, September 9, 2021 9:34 PM
To: Shannon, Kevin <Kevin.Shannon@ocpw.ocgov.com>
Subject: OC Loop Segment Q Coyote Creek Bikeway Project; September 9, 2021

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

County of Orange, Board of Supervisors and all concerned County of Orange employees and consultants,

I am submitting comments on the specific above noted O C Loop Segment Q as it directly effects the residents of Images at Buena Park Home Owners Association (HOA) who reside on Kensington Drive in the city of Buena Park California, County of Orange. The 35 homes on Kensington Dr. that abut Coyote Creek drainage channel never imagined the County of Orange would propose the creation of a recreational thoroughfare less than 30 yards from the back of their houses. The drainage channel has always prohibited the entry of persons, bicycles and vehicles for obvious reasons of safety and security. That the County of Orange would suddenly change that policy and believe SAFETY, SECURITY and PRIVACY are no longer a concern for those residents is unexplainable. Once inside the Coyote Creek drainage channel of O C Loop Segment Q there are no barriers to prevent persons or bicycles from crossing over to both sides and freely roaming it's entirety. Vehicle access ramps conveniently located therein facilitate this and the sides of the channel are easily surmounted. The resultant uncontrolled roaming in the channel once again raises obvious concerns for SAFETY, SECURITY, PRIVACY and NOISE.

Law enforcement duties in Coyote Creek are the responsibility of the Orange County Sheriffs Department (OCSO). OCSO does not maintain a presence in Buena Park or other surrounding cities and likely will not consider their inability to respond to serious incidents a priority. Where does that leaves the residents of Kensington Drive? Do you have a solution to mitigate this lack of law enforcement coverage and response?

The lofty goals and improvements purported to be achieved by this project do not take into account the damage caused to the residents ability to continue to enjoy their homes and maintain current property values. How do planners, developers and engineers calculate the cost to current residents so that a miniscule segment of society can recreate in a drainage channel and "ride to the beach"? The enormous monetary cost of the project (\$ 6,000,000 in tax dollars for 2.7 miles of bikeway) apparently fails to alert the relevant elected officials to the overlooked difficulties and concerns inherent to this project.

Would you elect to have random uncontrolled persons have access to YOUR BACKYARD? Elected officials should consider their honest answer to this question.

William Engels

Letter N to County Supervisor Chaffey's Office

From: William Engels <wdegit@sbcglobal.net>
Sent: Thursday, August 19, 2021 7:04 PM
To: Guerrero, Jessica <Jessica.Guerrero@ocgov.com>; MENDOZA, BEATRIZ <beatriz.mendoza@ocgov.com>; wdegit@sbcglobal.net; Kathy Poremba <kathy@thehoateam.com>
Subject: Proposed Coyote Creek Bikeway Project

Attention: This email originated from outside the County of Orange. Use caution when opening attachments or links.

Ms. Guerrero and Ms. Mendoza,

Please note the attached letter and review the document referenced at the bottom of said letter available for review at the County of Orange's website. I humbly request on behalf of the residents of Images at Buena Park HOA that OC Supervisor Doug Chaffee give careful consideration to the negative impact a Coyote Creek Bikeway will have. Thirty-five homes residing on the north side of Kensington Drive will have their peace, tranquility, and privacy interfered with on a regular 24 hours a day 7 days a week basis by the random and unregulated entrance of persons into the bikeway. Every house at Images is a two-story dwelling which overlook the wall surrounding the development. The upstairs bedroom windows of said residents will be exposed to unrestricted unwanted viewing by any and all persons on the bikeway eliminating their ability to quietly enjoy the ventilation, light and view these residents are entitled to. They did not knowingly agree to give up that right for a bikeway that will be operating 20 feet from their homes. Images at Buena Park was designed and conceived by the developer with certain measures and buffers to eliminate noise, foot traffic and other disturbances that would interfere with the normal enjoyment of one's home with the approval of the Buena Park City Council. This bikeway in Coyote Creek will seriously breach those approved designs and measures as well as expose the residents to increased criminal activity. The city of Buena Park already has numerous challenges regarding criminal activity in the city, at times overwhelming the Buena Park Police Department and their ability to respond to let alone monitor isolated remote bikeways. I hope Supervisor Chaffee will consult with the BPPD watch commander for this city district as well as the BP City Council member on the harmful impact of this bikeway on the residents of this city as well as city services.

I can honestly say that this project seems to be very costly in terms of tax payer dollars being spent as well as bringing persons into areas that were not designed or intended for them. As an alternative, perhaps you could build an elevated bikeway above Beach Boulevard that will actually take people to places and businesses they are welcomed rather than our backyards.

Sincerely,

William Engels
7431 Kensington Dr.
Buena Park, Ca. 90621

714-522-4238