DRAFT

INITIAL STUDY & MITIGATED NEGATIVE DECLARATION

CITY OF LA HABRA VISTA GRANDE PARK IMPROVEMENT PROJECT

LEAD AGENCY:
CITY OF LA HABRA
COMMUNITY DEVELOPMENT DEPT. & PUBLIC WORKS DEPT.
110 EAST LA HABRA BOULEVARD
LA HABRA, CALIFORNIA 90631

REPORT PREPARED BY:
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JUNE 20, 2019

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MITIGATED NEGATIVE DECLARATION

PROJECT NAME: Vista Grande Park Improvement Project.

APPLICANT: City of La Habra, Community Development Department and Public Works Department. 110 East La Habra Boulevard. La Habra, California, 90631.

LOCATION: The proposed project involves various improvements to the existing Vista Grande Park located on the southeast corner of Lambert Road and Idaho Street in the central portion of the City. The park's legal address is 1100 Lambert Road.

CITY/COUNTY: La Habra, Orange County.

DESCRIPTION: The proposed project will involve improvements to the existing 17.5-acre park. The proposed project includes two alternative project designs. Alternative A will create an *active* recreational park and will feature a number of recreational amenities including walking and running trails, a soccer/football field, a split large/small dog park, picnic and free play areas, a tot-lot play area, parking lots, covered storage area for athletic equipment, a trash enclosure, and a restroom, storage and snack bar building. Optional park features for Alternative A may include exercise stations, volleyball courts, basketball half-courts and an amphitheater.

Alternative B will create a *passive* recreational park and will include park gardens and passive open space, picnic and free play areas, a split large/small dog park, a tot-lot play area, benches and trails for walking and running, a restroom and storage building, parking lots and a trash enclosure. Optional park features for Alternative B may include an amphitheater, a volleyball court and a basketball half-court.

FINDINGS: The environmental analysis provided in the attached Initial Study indicates that the proposed project will not result in any significant adverse unmitigable environmental impacts. For this reason, the City of La Habra determined that a *Mitigated Negative Declaration* is the appropriate CEQA document for the proposed project. The following findings may also be made based on the analysis contained in the attached Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.

The environmental analysis is provided in the attached Initial Study prepared for the proposed project. The project is also described in greater detail in the attached Initial Study.

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SECTION 1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

The City of La Habra is submitting a grant application to the State of California Department of Parks and Recreation to obtain financial assistance for various improvements to the existing Vista Grande Park. The financial assistance provided through the grant is an element of the Statewide Park Development and Community Revitalization Program. The application procedures require applicants to demonstrate that the appropriate environmental review has been completed pursuant to the California Environmental Quality Act (CEQA). While the grant application process will not result in any physical changes to the environment, the money provided through the grant will finance a number of improvements to the existing Vista Grande Park. These new improvements are the focus of this Initial Study.

As indicated previously, the grant application is to obtain financial assistance to more fully improve the existing Vista Grande Park in the City of La Habra. The park is located on the southeast corner of Lambert Road and Idaho Street in the central portion of the City. Also located on the southeastern corner of Lambert Road and Idaho Street are a preschool center, a scout hut, and a City water well. These existing facilities will not change. In addition, the majority of the existing 17.5-acre park is currently unimproved with approximately three acres improved and the remaining 14.5 acres unimproved. Finally, the existing Coyote Creek Channel, which extends outside of the northern boundary of Vista Grande Park, will not be altered as part of the proposed project's implementation.

The City of La Habra Department of Public Works is the "Applicant" while the City of La Habra Community Development Department is responsible for overseeing the project's environmental review. As part of the project's environmental review, the City of La Habra authorized the preparation of this Initial Study.[1] This Initial Study was prepared in accordance with CEQA. The primary purpose of CEQA is to ensure that decision-makers and the public understand the environmental implications of a specific action or project. The purpose of this Initial Study is to determine whether the proposed project will have the potential for significant adverse impacts on the environment and to indicate the nature of any subsequent environmental analysis and review that may be required. Pursuant to the CEQA Guidelines, additional purposes of this Initial Study include the following:

- To provide the City of La Habra with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR), Mitigated Negative Declaration, or Negative Declaration for the project;

- To facilitate the project's environmental assessment early in the design and development of the project;

- To eliminate unnecessary EIRs; and,

- To determine the nature and extent of any new impacts associated the development.

[1] California, State of, *Title 14. California Code of Regulations. Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act.* as Amended 1998 (CEQA Guidelines) § 15050.

The City determined, as part of this Initial Study's preparation, that a Mitigated Negative Declaration is the appropriate environmental document for the proposed project's CEQA review. This Initial Study and the *Notice of Intent to Adopt a Mitigated Negative Declaration* will be forwarded to responsible agencies, trustee agencies, and the public for review and comment. A 20-day public review period will be provided to allow these entities and other interested parties to comment on the proposed project and the findings of this Initial Study. Comments must be sent to the attention of:

Chris Schaefer, Senior Planner
City of La Habra Community Development Department
201 E. La Habra Boulevard
La Habra, California 90633

Comments received regarding the findings of this Initial Study will be considered during the City's review of the proposed project.

1.2 INITIAL STUDY'S ORGANIZATION

The following is an annotated outline summarizing the contents of this Initial Study:

- *Section 1 Introduction* provides the procedural context surrounding this Initial Study's preparation and insight into its composition.
- *Section 2 Project Description* provides an overview of the proposed Vista Grande Park Improvement Project and the required discretionary actions.
- *Section 3 Environmental Analysis* analyzes the potential impacts associated with the proposed project's construction and subsequent use.
- *Section 4 Findings* provides a discussion of how the proposed project may have the potential for significant effects.
- *Section 5 References* contains a list of preparers and references consulted in the preparation of this Initial Study.

Although this Initial Study was prepared with consultant support, all analysis, conclusions, and findings represent the independent judgment and position of the City of La Habra, acting in its capacity as the Lead Agency.

SECTION 2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed project involves various improvements to the existing Vista Grande Park located in the central portion of the City of La Habra. The City, with a total land area of approximately 7.2 square miles, is located in the northwestern corner of Orange County approximately 20 miles southeast of downtown Los Angeles and approximately 13 miles northwest of downtown Santa Ana. La Habra is bounded by La Habra Heights on the north, Whittier on the northwest, unincorporated Los Angeles County areas on the west, La Mirada on the southwest, Fullerton on the south, and Brea on the east. The City is not located near any freeway, though Beach Boulevard (State Highway 39 south of Whittier Boulevard), Whittier Boulevard (State Highway 72 west of Beach Boulevard), Harbor Boulevard, and Imperial Highway (State Highway 90 east of Beach Boulevard) are major roadways that connect with the regional network of freeways.[2] The location of the City of La Habra in a regional context is shown in Exhibit 2-1.

The Vista Grande Park is located on the southeast corner of Lambert Road and Idaho Street in the central portion of the City. The park's legal address is 1100 Lambert Road. Direct vehicular access to Vista Grande Park is and will continue to be provided by the driveway connection that is located along Las Lomas Drive. The project site's location within the City of La Habra is shown in Exhibit 2-2. A vicinity map is provided in Exhibit 2-3.

2.2 ENVIRONMENTAL SETTING

La Habra is largely urbanized with over 99% of the City's land area developed. The City's topography is accentuated by the Puente Hills located 1.98 miles to the north and the West Coyote Hills located 1.05 miles to the south. The older portions of La Habra are situated within the level plain situated between these two hillside areas (the City's southern boundary encompasses a portion of the West Coyote Hills). More recent development in the City has occurred in the Coyote Hills.

As previously mentioned, Vista Grande Park is located on the southeast corner of Lambert Road and Idaho Street in the central portion of the City. Also located on the southeastern corner of Lambert Road and Idaho Street are a preschool center, a scout hut, and a City water well. These existing facilities will not change as part of the proposed project's improvements. Of the 17.5 acres included in the park, approximately three acres are improved and the remaining 14.5 acres are unimproved. A substantial portion of the park consists of earthen fill material and unimproved gravel and earthen surfaces.[3] Finally, the existing Coyote Creek Channel, which extends outside of the northern boundary of Vista Grande Park, will not be altered as part of the proposed project's implementation.[4] An aerial photograph of the Vista Grande Park and the surrounding area is provided in Exhibit 2-4. Photos of the park are provided in Exhibits 2-5 and 2-6.

[2] United States Geological Survey. TerraServer USA. The National Map. La Habra, California. July 1, 1979.

[3] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

[4] Troller Mayer Associates, Inc. *Alternative 'A' – Active Recreation Preliminary Plan, Vista Grande Park*. May 23, 2019.

EXHIBIT 2-1
REGIONAL LOCATION

Source: Quantum GIS

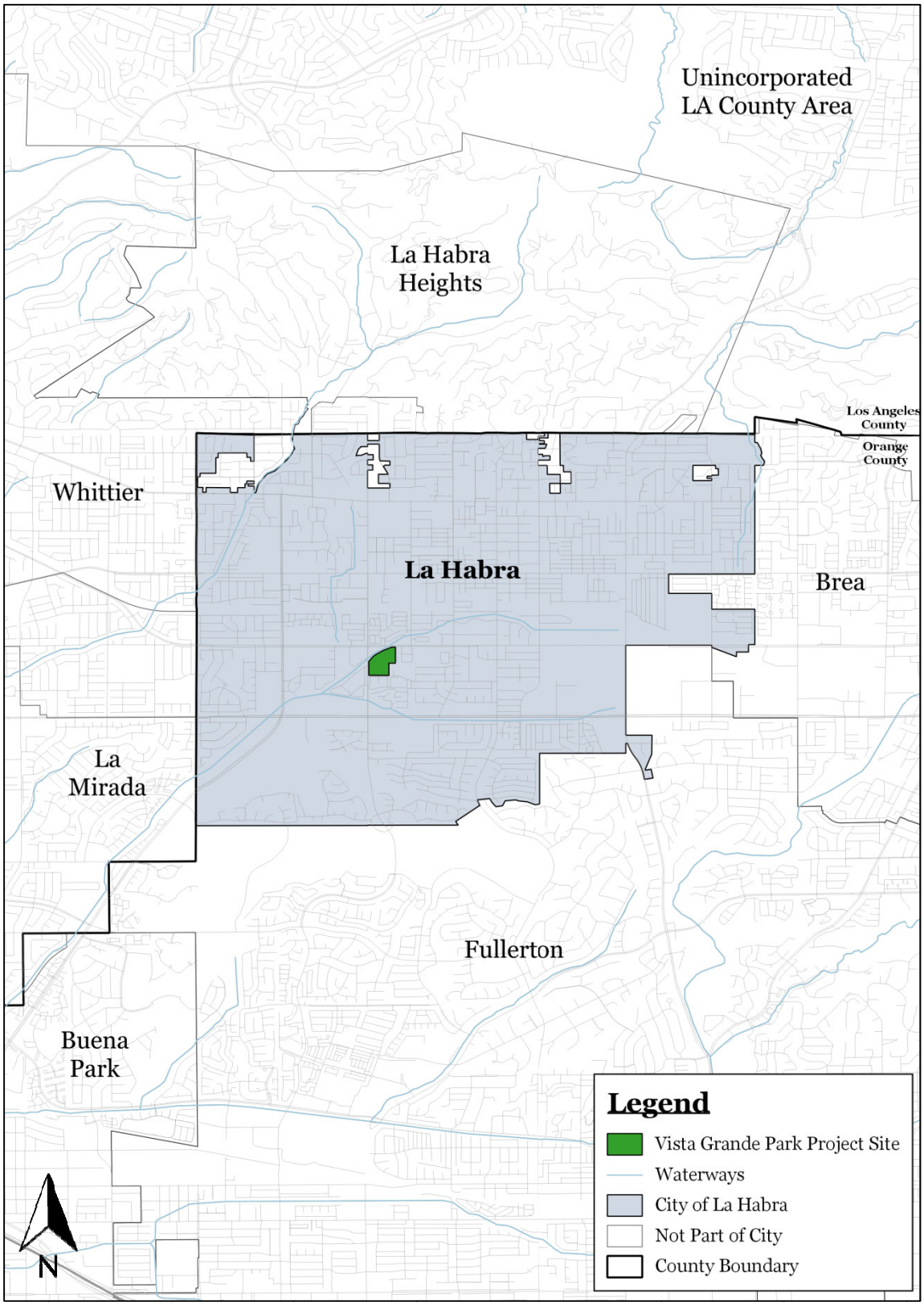

EXHIBIT 2-2
CITYWIDE MAP
Source: Quantum GIS

EXHIBIT 2-3
VICINITY MAP
Source: Quantum GIS

EXHIBIT 2-4
AERIAL MAP
Source: Google Earth

View of gravel parking area in the southern portion of the park, facing west.

View of turf area in the center of the park, facing northwest.

EXHIBIT 2-5
PHOTOGRAPHS OF THE PARK
Source: Blodgett Baylosis Environmental Planning

View of turf area in the center of the park, facing northeast.

View of turf area in the center of the park, facing northeast.

EXHIBIT 2-6
PHOTOGRAPHS OF THE PARK
Source: Blodgett Baylosis Environmental Planning

2.3 PROJECT DESCRIPTION

The project area that is considered in this Initial Study includes the land area that is occupied by the existing Vista Grande Park. The *proposed* Vista Grande Park improvements are conceptual in nature since the financial assistance being sought by the City will pay for subsequent planning, design, and construction. The City is considering two potential alternatives plans. These alternatives are also being reviewed by the public at five Community Meetings during the months of June and July, 2019. For purposes of this Initial Study, it will be assumed that Alternative A will be implemented since it is the more intensive of the two Alternatives and presents the "worst-case scenario" in terms of environmental impacts to the surrounding residential uses.

Alternative A for the proposed Vista Grande Park Improvement Project will consist of the following elements:[5]

- Five new surface parking areas will connect to an internal roadway and will include 97 parking spaces. The new parking areas will be located in areas that are presently covered over in dirt and gravel surfaces. Only the parking area on the southern portion of the project site will be covered over in concrete. The other parking areas will be unpaved. Refer to Location A within Exhibit 2-7.

- Within the center of the existing park that is generally level and landscaped with turf, a new athletic field will be installed that will serve as both a soccer and football field. No permanent light fixtures or bleachers will be installed though portable, generator-powered lights may be utilized when necessary after sundown. Refer to Location B within Exhibit 2-7.

- Picnic and free play areas will be located throughout the project site. A tot-lot play area will be located in the southwestern portion of the park. Refer to Location C in Exhibit 2-7 for the location of the picnic and free play areas. Refer to Location D in Exhibit 2-7 for the location of the tot-lot play area.

- Walking and running trails, along with ancillary improvements, will be constructed along the perimeter of the park. The ground surface of the trails will consist of compacted dirt. Refer to Location E within Exhibit 2-7.

- A small and currently under-utilized building exists on the southeastern portion of the project site, which was previously used as a restroom, storage and snack bar. This building will be demolished and replaced with a new small building that will also function as a restroom, storage and snack bar. The new building will also be utilized as a covered storage area for athletic equipment. A trash enclosure will also be built south of the new small building. Refer to Location F within Exhibit 2-7 for the location of the restroom, storage and snack bar building. Refer to Location G within Exhibit 2-7 for the location of the trash enclosure.

[5] Troller Mayer Associates, Inc. *Alternative 'A' – Active Recreation Preliminary Plan, Vista Grande Park*. May 23, 2019.

- A split large/small dog park will be constructed on the northeastern portion of the park. Both the large dog and small dog sides will have a dual level drinking fountain, benches, and a shade structure. Refer to Location H within Exhibit 2-7.

Alternative A may also include the following optional park features:

- A new amphitheater will be located in the southwest corner of the park, west of the new concrete parking area. No special improvements (permanent lighting, sound equipment, stages) will be provided other than the seating. However, portable, generator-powered lights may be utilized when necessary. Refer to Location J within Exhibit 2-7.

- Two new basketball half-courts (two 42-foot by 50-foot half-courts) and two 30-foot by 60-foot volleyball courts will be constructed within the northern portion of the park, north of the athletic field. The ground surface of the basketball half-courts will consist of concrete and the ground surface of the two volleyball courts will consist of compacted dirt. No permanent light fixtures or bleachers will be installed. Refer to Location K within Exhibit 2-7 for the location of the basketball half-courts. Refer to Location L within Exhibit 2-7 for the location of the volleyball courts.

- Seven exercise stations will be located regularly along the walking and running trails. The proposed outdoor exercise system will be installed along the trail and will contain instruction signs and exercise equipment designed for both the novice and conditioned athlete. Refer to Location M within Exhibit 2-7.

Alternative B for the proposed Vista Grande Park Improvement Project will consist of the following elements:[6]

- Five new surface parking areas will connect to an internal roadway and will include 97 parking spaces. The new parking areas will be located in areas that are presently covered over in dirt and gravel surfaces. Only the parking area on the southern portion of the project site will be covered over in concrete. The other parking areas will be unpaved. Refer to Location A within Exhibit 2-8.

- Park gardens and meadows will be provided within the center of the existing park within the area that is currently generally level and landscaped with turf. Refer to Location B within Exhibit 2-8.

- Picnic and free play areas will be located throughout the project site. A tot-lot play area will be located in the southwestern portion of the park. Refer to Location C within Exhibit 2-8 for the location of the picnic and free play areas. Refer to Location D within Exhibit 2-8 for the location of the tot-lot play area.

- Benches and walking and running trails will be constructed along the perimeter of the park. The ground surface of the trails will consist of compacted dirt. Refer to Location E within Exhibit 2-8.

[6] Troller Mayer Associates, Inc. *Alternative 'B' – Passive Recreation Preliminary Plan, Vista Grande Park*. May 23, 2019.

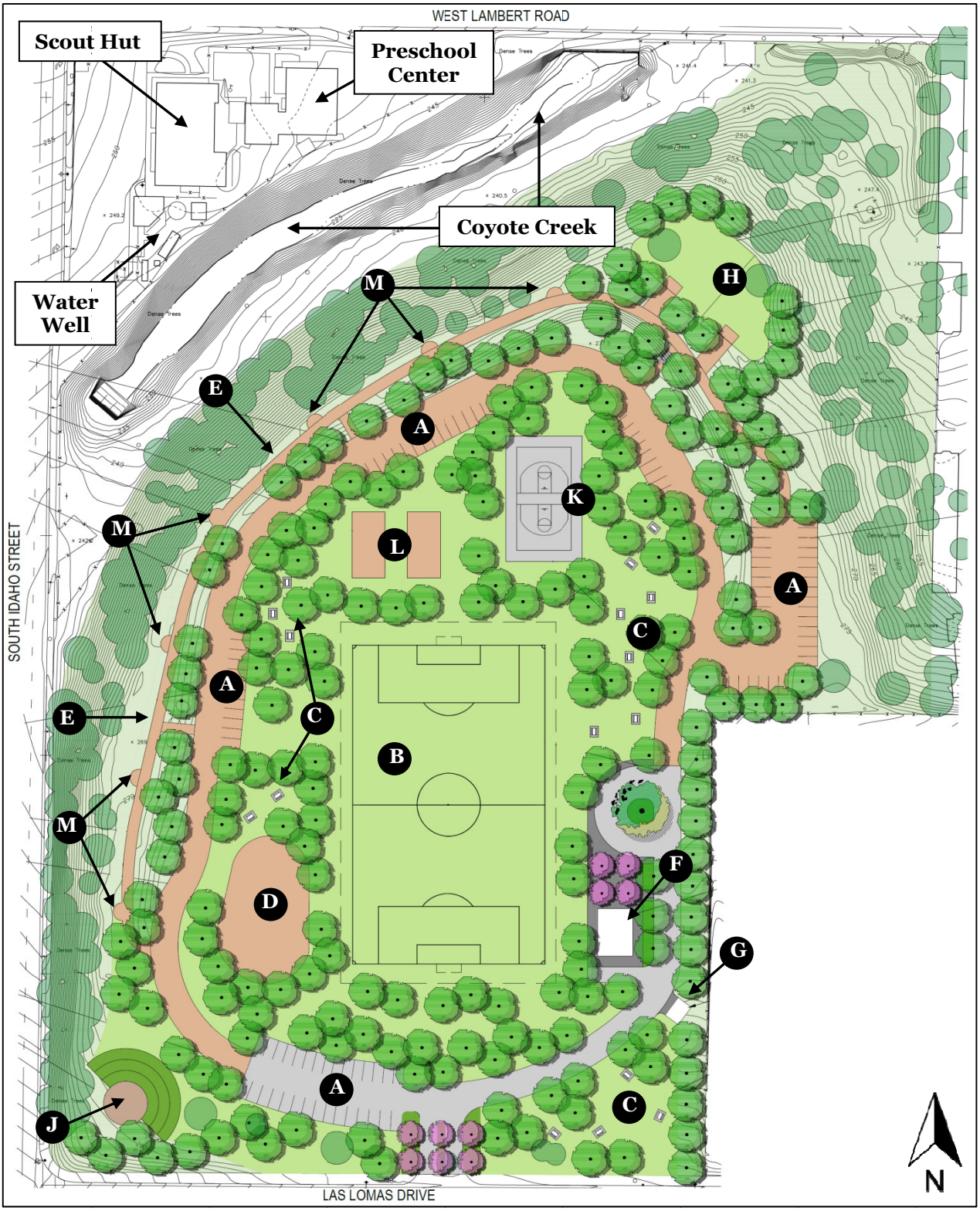

EXHIBIT 2-7
CONCEPTUAL SITE PLAN (ALTERNATIVE A)

Source: Troller Mayer Associates, Inc.

- A small and currently under-utilized building exists on the southeastern portion of the project site, which was previously used as a restroom, storage, and snack bar. This building will be demolished and replaced with a new small building that will function as a restroom and storage building. A trash enclosure will also be built south of the new small building. Refer to Location F within Exhibit 2-8 for the location of the new restroom and storage building. Refer to Location G within Exhibit 2-8 for the location of the trash enclosure.

- A split large/small dog park will be constructed on the northeastern portion of the project site. Both the large dog and small dog sides will have a dual level drinking fountain, benches, and a shade structure. Refer to Location H within Exhibit 2-8.

Alternative B also includes optional park features:

- A new amphitheater will be located in the southwest corner of the park, west of the new concrete parking area. No special improvements (permanent lighting, sound equipment, stages) will be provided other than the seating. However, portable, generator-powered lights will be utilized when necessary. Refer to Location J within Exhibit 2-8.

- A new basketball half-court (42 feet by 50 feet) and a 30-foot by 60-foot volleyball court will be constructed within the northern portion of the park. The ground surface of the basketball half-court will consist of concrete and the ground surface of the volleyball court will consist of compacted dirt. No permanent light fixtures or bleachers will be installed. Refer to Location K within Exhibit 2-8 for the location of the basketball half-court. Refer to Location L within Exhibit 2-8 for the location of the volleyball court.

2.4 SCOPE OF CONSTRUCTION PHASES

The actual construction phase for the entire park improvement project would take approximately 14 months to complete. The proposed project's construction will consist of the following elements:

- *Demolition*. The site will need to be cleared of a limited number of existing trees and limited on-site improvements in order to accommodate those activities that will occur in the subsequent phases of development. A total of seven existing trees will be removed. Equipment used during this phase will include concrete/industrial saws, excavators, and rubber tired dozers. This phase will take approximately two months to complete.

- *Landfill Excavation and Grading*. Regardless of the final configuration (Alternative A or Alternative B), the grading will involve the excavation and compaction of approximately 1,500 cubic yards (CY) of on-site soil. The City's consultant anticipates a balance will be maintained and no import or export will be necessary. Equipment used during this phase will include graders, scrapers, rubber tired dozers, tractors, loaders, and backhoes. This phase will take approximately six months to complete.

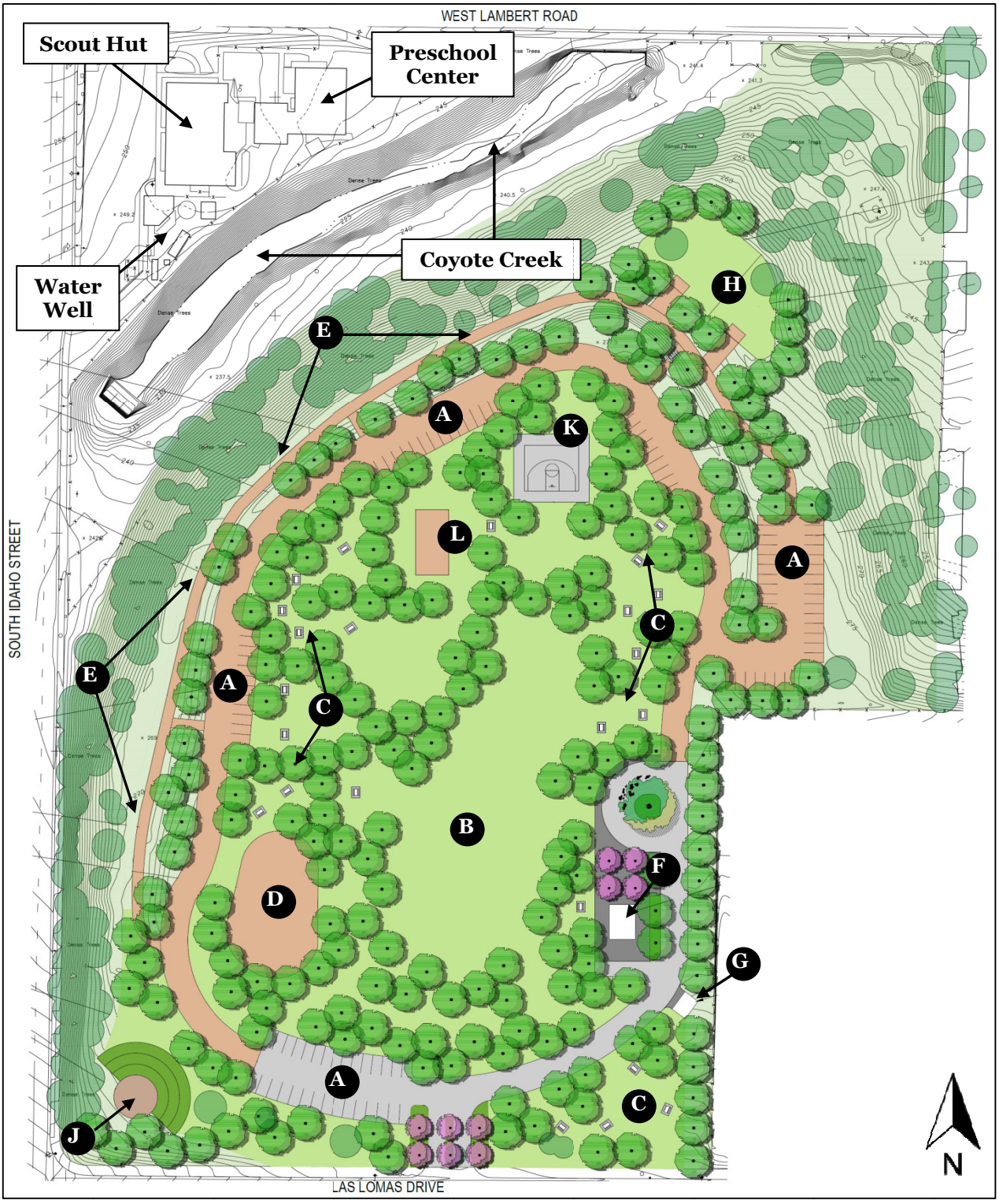

EXHIBIT 2-8
CONCEPTUAL SITE PLAN (ALTERNATIVE B)
Source: Troller Mayer Associates, Inc.

- *Site Preparation and Construction*. The areas where new improvements will be installed will be readied for the construction. New landscaping and trees will be planted. Equipment used during this phase will include graders, scrapers, tractors, loaders, and backhoes. This phase will take approximately three months to complete.

- *Paving*. The internal roadway and a parking lot will be paved during this phase. Equipment used during this phase will include cement and motor mixers, pavers, rollers, other paving equipment. This phase will take approximately one month to complete.

- *Finishing*. This phase will involve the painting and completion of the on-site structures and other on-site improvements. Equipment used during this phase will include air compressors. This phase will last approximately two months.

2.5 SCOPE OF CUMULATIVE IMPACT ANALYSIS

CEQA requires that environmental studies consider the cumulative impacts of a proposed project in conjunction with other related projects in the area. The related projects are defined as two or more individual effects which, when considered together, are considerable, compound, or increase an environmental impact. The related projects include development that is proposed, approved, or under construction. A total of 13 related projects were identified and they are indicated in Table 2-1.[7] None of the projects shown in Table 2-1 are located in close proximity (1,000 feet) to the Vista Grande Park.

Table 2-1
Related Projects Considered in the Analysis of Cumulative Impacts

Project Address	Description
Beach Blvd. & La Habra Blvd.	50 residential (townhome) units
121 E. Whittier Blvd.	25 unit congregate care facility (La Habra Memory Care)
1101 N. Harbor Blvd.	8 single family residential units (Pinnacle Residential)
801 E. Whittier Blvd.	8 condominium units
NEC Euclid St/La Habra Blvd.	9 single family units & 6 condominium units
306 S. Monte Vista St.	12 condominium units
701 E. Imperial Hwy.	104 room hotel, 4,478 sq. ft. fast food restaurant, & 10,000 sq. ft. day care
1220-1240 W. La Habra Blvd.	32 condominium units
320-330 Monte Vista St.	30 unit multiple family apartments
NWC Imperial Highway & Beach Blvd.	Refurbished commercial shopping center (the former Vons grocery store)
2501 La Habra Blvd.	37 units & 6,905 ground floor retail
SEC Euclid St. & Electric Ave.	58 unit townhome development
Westridge Golf Club	402 units (227 single family & 125 multiple family) & 20,000 sq. ft. of commercial

Source: City of La Habra Planning Department. 2019.

[7] City Community Development Department staff provided the listing of related projects.

2.6 OBJECTIVES OF THE PROJECT & DISCRETIONARY ACTIONS

For this project, the City seeks to accomplish the following objectives:

- To more efficiently utilize the City-owned Vista Grande Park;
- To construct a neighborhood park facility that will better serve the recreational needs of the community;
- To ensure the park is fully improved consistent with the City's General Plan; and,
- To ensure that environmental impacts are mitigated to the fullest extent possible.

A discretionary action is an action taken by a government agency (for this project, the government agency is the City of La Habra) that calls for an exercise of judgment in deciding whether to approve a potential project. As part of the proposed project's implementation, the City will consider the approval of the Mitigated Negative Declaration.

SECTION 3 ENVIRONMENTAL ANALYSIS

SCOPE OF THE ENVIRONMENTAL ANALYSIS

This section of this Initial Study prepared for the proposed project analyzes the potential environmental impacts that may result from the proposed project's implementation. The issue areas evaluated in this Initial Study include the following:

- Aesthetics (Section 3.1);
- Agricultural & Forestry Resources (Section 3.2);
- Air Quality (Section 3.3);
- Biological Resources (Section 3.4);
- Cultural Resources (Section 3.5);
- Energy (Section 3.6);
- Geology & Soils (Section 3.7);
- Greenhouse Gas Emissions; (Section 3.8);
- Hazards & Hazardous Materials (Section 3.9);
- Hydrology & Water Quality (Section 3.10);
- Land Use & Planning (Section 3.11);
- Mineral Resources (Section 3.12);
- Noise (Section 3.13);
- Population & Housing (Section 3.14);
- Public Services (Section 3.15);
- Recreation (Section 3.16);
- Transportation (Section 3.17);
- Tribal Resources (Section 3.18);
- Utilities & Service Systems (Section 3.18);
- Wildfire (Section 3.19); and,
- Mandatory Findings (Section 3.20)

The environmental analysis included in this section reflects the Initial Study checklist format used by the City of La Habra in its environmental review process as well as the most recent format changes recommended by the State of California Office of Planning and Research (OPR). Under each issue area, an analysis of impacts is provided in the form of questions and answers. The analysis then provides a response to the individual questions. For the evaluation of potential impacts, questions are stated and an answer is provided according to the analysis undertaken as part of this Initial Study's preparation. To each question, there are four possible responses:

- *No Impact*. The proposed project will not have any measurable environmental impact on the environment.

- *Less Than Significant Impact*. The proposed project may have the potential for affecting the environment, although these impacts will be below levels or thresholds that the City of La Habra or other responsible agencies consider to be significant.

- *Less Than Significant Impact with Mitigation*. The proposed project may have the potential to generate impacts that will have a significant impact on the environment. However, the level of impact may be reduced to levels that are less than significant with the implementation of mitigation measures.

- *Potentially Significant Impact*. The proposed project may result in environmental impacts that are significant.

This section of the Initial Study will assist the City of La Habra in making a determination as to whether there is a potential for significant adverse impacts on the environment associated with the implementation of the proposed project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project and warrant mitigation. Please see the checklist provided in this Section for the individual issue areas.

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

DETERMINATION

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
√	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature:	**Date:** June 18, 2019
Printed Name: Marc Blodgett, Blodgett Baylosis Environmental Planning	**For:** City of La Habra

3.1 AESTHETICS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.1.A	Would the project have a substantial adverse effect on a scenic vista?				**X**
3.1.B	Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?				**X**
3.1.C	Would the project substantially degrade the existing visual character or quality of public view of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?				**X**
3.1.D	Would the project create a new source of substantial light or glare which would adversely affect day- or night-time views in the area?		**X**		

3.1.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse aesthetic impact if it results in any of the following:

- An adverse effect on a scenic vista;
- Substantial damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway;
- A substantial degradation of the existing visual character or quality of the site and its surroundings; or,
- A new source of substantial light and glare that would adversely affect day- or night-time views in the area.

3.1.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project affect a scenic vista? ● No Impact.

The majority of the existing 17.5-acre park is currently unimproved. Approximately three acres of the existing park is improved and the remaining 14.5 acres is unimproved. The existing Coyote Creek Channel, which extends outside of the northern boundary of Vista Grande Park, will not be altered as part of the proposed project's implementation. The dominant viewsheds in the area is provided by the Puente Hills (located approximately 1.98 miles to the north) and the Coyote Hills (located approximately 1.05 miles to the south). In addition, the existing Vista Grande Park represents the dominant scenic view in the neighborhood in which it is located. The area surrounding the park

includes a mix of higher density residential development. Multiple-family residential development is located to the south (south of Las Lomas Drive) and east of the existing park. Additional multiple-family residential development is located to the west, on the west side of Idaho Street. Finally, a mobile home park is located to the north, on the north side of Lambert Road. The park is elevated with respect to the surrounding residential development.[8]

The proposed project involves various improvements to the existing Vista Grande Park. The proposed project includes two alternative project designs. Alternative A will create an *active* recreational park and will feature a wide range of recreational amenities including walking and running trails, a soccer/football field, a split large/small dog park, picnic and free play areas, a tot-lot play area, parking lots, covered storage area for athletic equipment, a trash enclosure, and a restroom, storage and snack bar building. Optional park features for Alternative A include exercise stations, volleyball courts, basketball half-courts and an amphitheater. Alternative B will create a *passive* recreational park and will feature a wide range of recreational amenities including park gardens and meadows, picnic and free play areas, a split large/small dog park, a tot-lot play area, benches and trails for walking and running, a restroom and storage building, parking lots and a trash enclosure. Optional park features for Alternative B may include an amphitheater, a volleyball court and a basketball half-court.

The proposed improvements will represent a substantial improvement to the existing park which presently contains barren earth, gravel areas, and unmaintained vegetation in the northern portion of the park, including trees.[9] The proposed project will retain the open space character of the existing park and all of the site improvements will be confined to the existing Vista Grande Park. Once complete, the proposed project will not negatively impact any scenic vistas because the proposed project does not involve the construction of any structures that will obstruct scenic views. The proposed park improvements will not adversely impact any scenic vista in the area. As a result, no significant adverse impacts will result.

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

A total of 165 trees are located on-site with the majority of the trees located along the perimeter of the park and near the slope area. A total of 158 existing trees will remain while 7 of the existing trees will be removed. In addition, a total of 244 trees will be planted for a total of 402 existing and proposed trees.[10] The proposed landscape plan also calls for installation of turf and other landscape materials. There are neither rock outcroppings nor historic buildings located on-site.[11] The additional tree plantings and landscaping will be a beneficial visual impact.

According to the California Department of Transportation, none of the surrounding roadways (Idaho Street and Lambert Road) are not designated scenic highways. In addition, there are no State or

[8] United States Geological Survey. *TerraServer USA. The National Map.* La Habra, California. July 1, 1979. The park was formerly the La Habra Disposal Station #11 which accounts for the difference in elevation.

[9] Blodgett Baylosis Environmental Planning. *Site Survey.* The site survey was conducted on June 3, 2019.

[10] Troler Mayer Associates, Inc. *Active Recreation Preliminary Tree Plan, Vista Grande Park.* June 11, 2019.

[11] Ibid.

County designated scenic highways in the vicinity of the park.[12] As a result, no impacts on scenic resources will result from the proposed project's implementation.

C. *Would the project substantially degrade the existing visual character or quality of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? ● No Impact.*

The proposed project involves various improvements to the existing Vista Grande Park located in the central portion of the City of La Habra. As indicated previously, the majority of the existing park area is underutilized and presently contains barren earth, gravel areas, and unmaintained vegetation in the northern portion of the park, including trees.[13] Once improved, the park will enhance the appearance of the site and the surrounding areas: the proposed project will represent an improvement over the existing conditions. In addition, the proposed project will retain the open space character of the existing park. The Conservation Element of the City's General Plan contains a section dedicated to the preservation of scenic quality. The proposed project is consistent with the following policies:

- *Protect Scenic Views (Scenic and Mineral Resources Policy 1.1). Protect the view-sheds of the La Habra Basin, West Coyote Hills, Puente Hills, and the San Gabriel Mountains from public parks, major transportation corridors, and public open spaces.* The proposed Vista Grande park improvement project is consistent with this policy. The proposed project will only involve the construction of one, single-story restroom, storage, and snack bar building, which will not exceed 20 feet in height. The height of the new building will not be sufficient enough to result in a loss in scenic views from the residences located to the south, west, and east of the park due to the park's topography and the distance between the new park building and the aforementioned residences. In addition, views of surrounding mountains are presently obstructed by the existing streetscape and development. Furthermore, the park is elevated with respect to the surrounding residential development which further obstructs views of the aforementioned hillside areas.[14]

- *Natural Topography (Scenic and Mineral Resources Policy 1.2). Preserve the scenic quality of La Habra's natural topography, hillsides, open space, and natural riverine areas.* The project site is in the midst of an urban area and the area surrounding the park includes a mix of higher density residential development. The park is elevated with respect to the surrounding residential development. The site's topography has been affected by its former landfill use. Grading will occur on the flat, center portion of the project site to create a more level area that is suitable for game fields. In addition, the existing Coyote Creek Channel, which extends along the northern boundary of Vista Grande Park, will not be altered as part of the proposed project's implementation.

[12] California Department of Transportation. *Official Designated Scenic Highways.* http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.

[13] Blodgett Baylosis Environmental Planning. *Site Survey.* The site survey was conducted on June 3, 2019.

[14] United States Geological Survey. TerraServer USA. The National Map. La Habra, California. July 1, 1979. The park was formerly the La Habra Disposal Station #11 which accounts for the difference in elevation.

- *Lighting (Scenic and Mineral Resources Policy 1.6). Support practices that minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary including the design and sighting of light fixtures.* The project will conform to this policy. An athletic field, two basketball half-courts, two volleyball courts, and an amphitheater will be constructed as part of the proposed project. No permanent light fixtures associated with the athletic field, the courts, or the amphitheater will be installed though portable, generator-powered lights may be utilized. All portable lighting will be directed downward to the immediate use and will not be directed towards the surrounding residential uses. In addition, limited parking lot lighting, security lighting and low-level bollard lighting along the trails, will be used.

- *Natural Resource Preservation (Open Space Policy 1.1). Preserve open spaces for the protection and maintenance of La Habra's natural resources including watersheds, hillsides, and drainage corridors.* The proposed park improvement project will involve the preservation of a large passive open space area while at the same time facilitating the ongoing remediation of the old landfill (La Habra Disposal Station #11). The park improvements will also be designed so as to not adversely impact Coyote Creek. On-site grading will be limited and balanced; no import or export is anticipated.

- *Aesthetic Buffer (Open Space Policy .4). Utilize open space to serve as an aesthetic buffer between different land uses, where feasible, including the preservation of slope embankments in hillside areas.* The park improvement project will serve to enhance an existing open space area that is located in the midst of higher density residential development located along two well-travelled corridors: Lambert Road and Idaho Street. In addition, the grading that will occur within the site will be balanced on-site and will be designed to limit future subsidence at the top of the former landfill.

- *Park Maintenance (Open Space Policy 2.15). Conduct regular park maintenance and facility inspections including buildings, playground equipment, bleachers, monuments, and recreational fields and maintain La Habra's street parkways, medians, and City-owned gardens.* The Vista Grande Park has fallen into disuse in recent years because of land subsidence that affected its utility as a sports field along with a lack of other amenities. The proposed improvements will promote the park's use once again for both passive and active recreational activities.

The proposed project will conform to the aforementioned General Plan policies and, as a result, no impacts will result from the proposed project's implementation.

D. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? ● Less than Significant Impact with Mitigation.

An athletic field, two basketball half-courts, two volleyball courts, and an amphitheater will be constructed as part of the proposed project. No permanent light fixtures associated with the athletic field, the courts or the amphitheater will be installed though portable, generator-powered lights may be utilized when necessary after sundown. All portable lighting will be directed downward to the

immediate use and will not be directed towards the surrounding residential uses. In addition, limited parking lot security lighting and low-level bollard lighting will be used to illuminate the walking and running paths.

Vehicle headlights from cars in the new parking areas will be a source of new lighting. Light sensitive residential land uses surround the park and these are noted in Exhibit 3-1.[15] The majority of the existing on-site trees are located along the western, northern, and northeastern perimeter of the project site. Tree plantings are proposed along the park's southern and southeastern sides which will be effective in further reducing potential light and glare from the park.[16] The following mitigation is required in order to further reduce the potential impacts to the greatest extent possible should the City decide to install lighting in the future.

- Parking area lighting, building lighting, and other safety and security lighting shall be designed and appropriately equipped to eliminate potential light trespass. The contractors must submit a lighting plan to the Chief Building Official for approval during the project's design phases.

The mitigation identified above will reduce the potential impacts to levels that are less than significant.

3.1.3 CUMULATIVE IMPACTS

The potential aesthetic impacts related to views, aesthetics, and light and glare are site specific. As a result, no cumulative aesthetic impacts are anticipated.

3.1.4 MITIGATION MEASURES

The analysis determined that the proposed project would potentially result in light and glare impacts. For this reason, the following mitigation is required:

Mitigation Measure No. 1 (Aesthetics). Parking area lighting, building lighting, and other safety and security lighting shall be designed and appropriately equipped to eliminate potential light trespass. The contractors must submit a lighting plan to the Chief Building Official for approval during the project's design phases.

[15] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

[16] Troller Mayer Associates, Inc. *Alternative 'A' – Active Recreation Preliminary Plan, Vista Grande Park*. May 23, 2019.

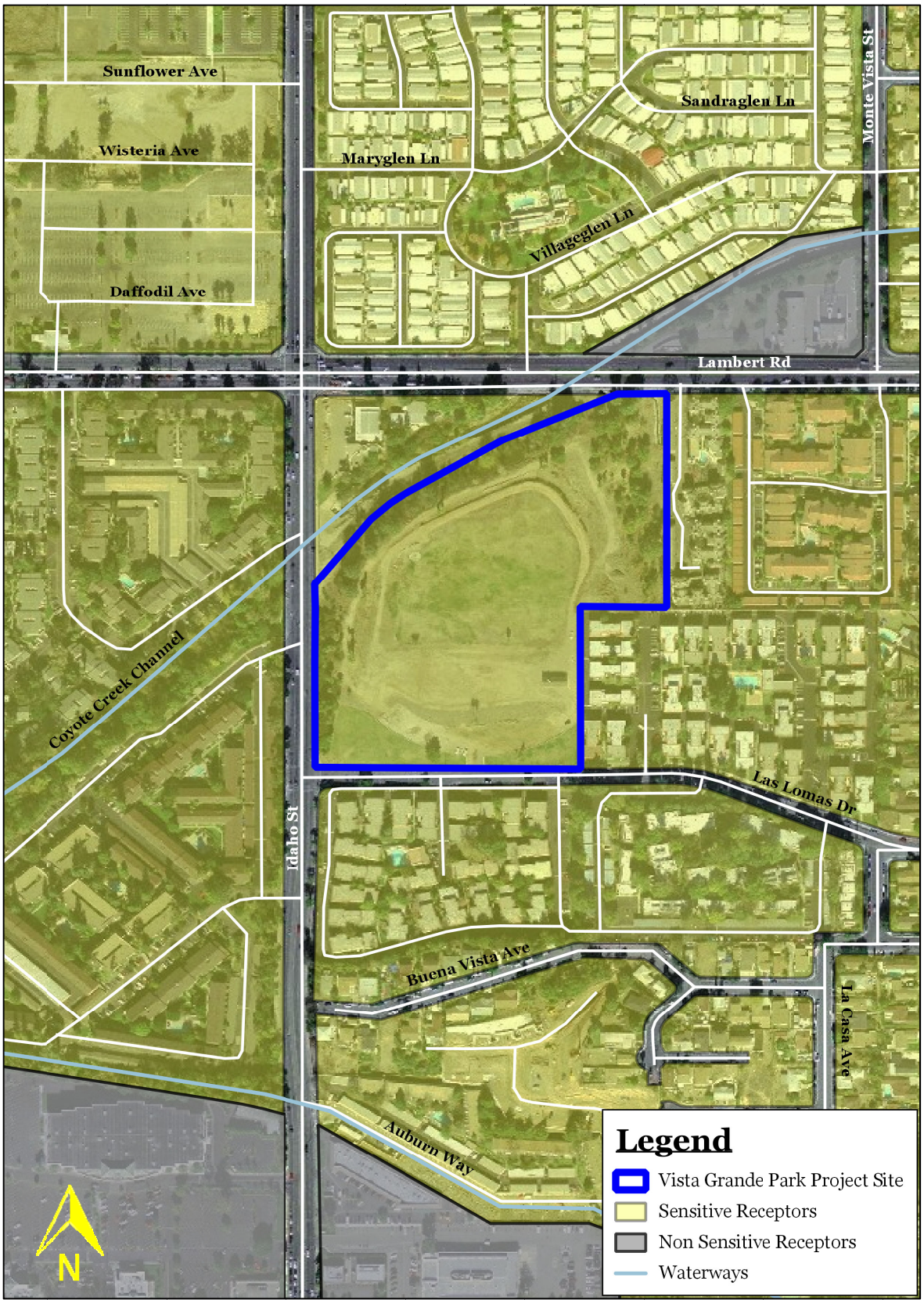

EXHIBIT 3-1
LIGHT SENSITIVE RECEPTORS
Source: Blodgett Baylosis Environmental Planning

3.2 AGRICULTURE & FORESTRY RESOURCES

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.2.A	Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**
3.2.B	Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?				**X**
3.2.C	Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code §4526), or zoned timberland production (as defined by Government Code §51104[g])?				**X**
3.2.D	Would the project result in the loss of forest land or the conversion of forest land to a non-forest use?				**X**
3.2.E	Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or the conversion of forest land to a non-forest use?				**X**

3.2.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on agricultural and/or forestry resources if it results in any of the following:

- The conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance;
- A conflict with existing zoning for agricultural use or the termination of a Williamson Act Contract;
- A conflict with the existing zoning or cause the rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code §51104[g]);
- The loss of forest land or the conversion of forest land to a non-forest use; or,
- Changes to the existing environment, which due to their location or nature, may result in the conversion of farmland to non-agricultural uses or the conversion of forest land to a non-forest use.

3.2.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ● No Impact.

The proposed improvements will be confined to the existing Vista Grande Park. The park is located in the midst of an existing residential neighborhood and no agricultural activities are located within the park or in the vicinity.[17] The park is underlain by a former landfill (La Habra Disposal Station #11). The native soils that underlie the site are identified by the United States Soil Conservation Service as belonging to the Myford Sandy Loam soils association. This soils association is considered a "Prime Farmland Soil." However, the site's underlying soils are no longer conducive to agricultural activities. No agriculture activities are present within the park or within the surrounding area. Thus, no impact on agricultural soils will occur as part of the proposed project's implementation.[18]

B. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract? ● No Impact.

No agricultural activities are located within the park nor are any such uses found in the adjacent parcels.[19] The City's applicable general plan and zoning designations do not contemplate agricultural land uses on-site or in the surrounding area.[20] In addition, the park land is not subject to a Williamson Act contract. As a result, no impacts on existing or future Williamson Act contracts will result from the implementation of the proposed park improvement project.

C. Would the project conflict with existing zoning for or cause rezoning of, forest land (as defined in Public Resources Code Section 4526), or zoned timberland production (as defined by Government Code § 51104(g))? ● No Impact.

The City of La Habra and the park are located in the midst of a larger urban area and no forest lands are located within the City or within this portion of Orange County. The City of La Habra General Plan and the zoning ordinance do not specifically provide for any forest land preservation.[21] As a result, no impacts on forest land or timber resources will result from the proposed project's implementation.

[17] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

[18] California, State of. Department of Conservation. *Farmland Mapping and Monitoring Program*. https://www.conservation.ca.gov/dlrp/fmmp.

[19] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

[20] City of La Habra. *La Habra General Plan 2035, Community Development*. January 21, 2014. Secondary Source: City of La Habra. *La Habra Municipal Code, Title 18 Zoning*.

[21] Ibid.

D. Would the project result in the loss of forest land or the conversion of forest land to a non-forest use? ● No Impact.

No forest lands are found within the City of La Habra nor does the applicable City of La Habra General Plan land use designations provide for any forest land protection. Furthermore, no loss or conversion of existing forest lands will result from the implementation of the proposed project. As a result, no significant adverse impacts are anticipated with the proposed project's implementation.

E. Would the project involve other changes in the existing environment that, due to their location or nature, may result in conversion of farmland to non-agricultural use? ● No Impact.

No agricultural activities or farmland uses are located in the City or within the project area.[22] The proposed project will not involve the conversion of any existing farmland area to an urban use and no significant adverse impacts are anticipated.

3.2.3 CUMULATIVE IMPACTS

The potential impacts related to agricultural resources are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any impacts on agricultural resources. As a result, no cumulative impacts on agricultural or farmland resources will occur.

3.2.4 MITIGATION MEASURES

The analysis of agriculture and forestry resources impacts indicated that no significant adverse impacts would result from the approval and subsequent implementation of the proposed project. As a result, no mitigation is required.

[22] United States Geological Survey. TerraServer USA. The National Map. La Habra, California. July 1, 1979.

3.3 AIR QUALITY

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.3.A	Would the project conflict with or obstruct implementation of the applicable air quality plan?				**X**
3.3.B	Would the project violate any air quality standard or contribute substantially to result in a cumulatively considerable net increase in an existing or projected air quality violation?		**X**		
3.3.C	Would the project expose sensitive receptors to substantial pollutant concentrations?			**X**	
3.3.D	Would the project result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people?				**X**

3.3.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project would normally be deemed to have a significant adverse environmental impact on air quality, if it results in any of the following:

- A conflict with the obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to result in a cumulatively considerable net increase in an existing or projected air quality violation;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs and damages materials and vegetation. O_3 is formed by photochemical reaction. Los Angeles and the surrounding South Coast Air Basin (Basin) are designated by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) as an extreme ozone *non-attainment area*.
- *Carbon Monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain that is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust. The Basin is designated as an attainment area for carbon monoxide by the EPA.

- *Nitrogen dioxide (NO_2)* is a yellowish-brown gas that, at high levels, can cause breathing difficulties. NO_2 is formed when nitric oxide (a pollutant from burning processes) combines with oxygen. The Basin is designated as an attainment area for NO_2 by the EPA.

- *Sulfur dioxide* (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. The Basin is designated as an attainment area for SO_2 by the EPA.

- *PM_{10}* refers to particulate matter less than ten microns in diameter. PM_{10} particulates cause a greater health risk than larger-sized particles since fine particles can more easily cause respiratory irritation.

- *$PM_{2.5}$* refers to particulate matter less than 2.5 microns in diameter. $PM_{2.5}$ also represents a significant health risk because particulate matter of this size may be more easily inhaled causing respiratory irritation. The annual average concentrations of $PM_{2.5}$ exceeded Federal standards in some areas of the Basin. As a result, $PM_{2.5}$ continues to be designated non-attainment.

Projects in the Basin generating *construction-related* emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following *operational* emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10};
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

3.3.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project conflict with or obstruct implementation of the applicable air quality plan? ● No Impact.

The City of La Habra is located within the South Coast Air Basin (Basin). The Basin covers a 6,600 square-mile area within Orange County and the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County. Air quality in the Basin is monitored by the SCAQMD at various

monitoring stations located throughout the area. Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP). The most recent 2016 AQMP represents a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures. The 2016 AQMP also includes transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy. The 2016 AQMP includes the strategies and measures that will be needed to meet the National Ambient Air Quality Standards (NAAQS). The SCAQMD recently approved (March 3, 2017) the 2016 AQMP that demonstrates attainment of the 1-hr and 8-hr ozone NAAQS as well as the latest 24-hr and annual $PM_{2.5}$ standards. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and Ozone. Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP:[23]

- *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation.

- *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.[24]

The proposed project involves improvements to the existing Vista Grande Park. The park site has a total land area of approximately 17.5 acres. In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 3-2). The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of La Habra. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP.

In addition, the proposed project will not conflict with the regional population forecast and distribution in the 2016 AQMP. According to the 2016 AQMP, the South Coast Air Basin had a population of 16.4 million in 2012 and is projected to have a population of 17.6 million by the year 2023 (these numbers are derived from the 2016-2040 RTP/SCS prepared by SCAG). City-specific growth forecasts are listed within the RTP/SCS. According to the RTP/SCS Demographics and Growth Forecast Appendix, the City of La Habra had a population of 61,100 in 2012 and is projected to have a population of 68,500 by the year 2040. As of January 1, 2019, the population of the City of La Habra was estimated to be

[23] South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

[24] Ibid.

63,542.[25] The proposed project will involve the construction and operation of a recreational park area and will not contribute to population growth within the City. According to the RTP/SCS Demographics and Growth Forecast Appendix, the City of La Habra is projected to add a total of 2,600 new jobs through the year 2040.[26] The proposed project is anticipated to result in the creation of between one or two long-term maintenance positions. Since the project will result in the creation of only one or two new jobs and will not result in the introduction new residents, the project is well within SCAG's population and employment projections for the City of La Habra and the proposed project will not violate Consistency Criteria 2.

The proposed project is also consistent with the City General Plan and Zoning designations. The proposed project site has a General Plan land use designation of *Parks* and is designated as an *OS Open Space* zone on the Zoning Map. As a result, no impacts related to the implementation of the AQMP are anticipated.

B. *Would the project violate any air quality standard or contribute substantially to result in a cumulatively considerable net increase in an existing or projected air quality violation? ● Less than Significant Impact with Mitigation.*

The potential construction-related emissions from the proposed project were estimated using the computer model CalEEMod V. 3.2. 2016 developed for the SCAQMD (the worksheets are included in Appendix A). The total construction phase for the entire park improvement project would take approximately 14 months to complete. The proposed project's construction will consist of the following elements:

- *Demolition*. The site will need to be cleared of the existing trees and limited on-site improvements in order to accommodate those activities that will occur in the subsequent phases of development. Equipment used during this phase will include concrete/industrial saws, excavators, and rubber tired dozers. This phase will take approximately two months to complete.

- *Landfill Excavation and Grading*. Regardless of the final configuration (Alternative A or Alternative B), the grading will involve the excavation and compaction of approximately 1,500 cubic yards (CY) of on-site soil. Equipment used during this phase will include graders, scrapers, rubber tired dozers, tractors, loaders, and backhoes. This phase will take approximately six months to complete.

- *Site Preparation and Construction*. The areas where new improvements will be installed will be readied for the construction. New landscaping and trees will be planted. Equipment used during this phase will include off road trucks, tractors, loaders, and backhoes. This phase will take approximately three months to complete.

[25] California, State of. *Department of Finance. Population Estimates, E-5.* January 1, 2019.

[26] Southern California Association of Governments. *Regional Transportation Plan/Sustainable Communities Strategy 2016-2040. Demographics & Growth Forecast.* April 2016.

- *Paving*. The internal roadway and a parking lot will be paved during this phase. Equipment used during this phase will include cement and motor mixers, pavers, rollers, other paving equipment. This phase will take approximately one month to complete.

- *Finishing*. This phase will involve the painting and completion of the on-site structures and other on-site improvements. Equipment used during this phase will include air compressors. This phase will last approximately two months.

The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod v 2016.3.2). The daily construction emissions are shown in Table 3-1. The maximum daily construction emissions derived from the CalEEMod are compared to the SCAQMD's thresholds in Table 3-1. As indicated in Table 3-1, the maximum daily construction emissions will be below the SCAQMD's thresholds.

Table 3-1
Estimated Daily Construction Emissions (pounds/day)

Construction Phase	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Demolition (on-site)	3.31	33.20	21.75	0.04	1.66	1.54
Demolition (off-site)	0.07	0.05	0.61	--	0.17	0.05
Total Demolition	**3.38**	**33.25**	**22.36**	**0.04**	**1.83**	**1.59**
Landfill Excavation & Grading (on-site)	4.45	50.20	31.96	0.06	8.80	5.38
Landfill Excavation & Grading (off-site)	0.09	0.06	0.82	--	0.23	0.06
Total Landfill Excavation & Grading	**4.54**	**50.26**	**32.78**	**0.06**	**9.65**	**5.44**
Site Preparation (on-site)	4.08	42.42	21.51	0.04	20.26	11.95
Site Preparation (off-site)	0.08	0.05	0.74	--	0.20	0.05
Total Site Preparation	**4.16**	**42.47**	**22.25**	**0.04**	**20.46**	**12.00**
Building Construction (on-site)	2.12	19.19	16.85	0.03	1.12	1.05
Building Construction (off-site)	1.86	14.09	16.21	0.07	4.47	1.27
Total Building Construction	**3.98**	**33.28**	**33.06**	**0.10**	**5.59**	**2.32**
Paving (on-site)	1.36	14.07	14.65	0.02	0.75	0.69
Paving (off-site)	0.07	0.05	0.61	--	0.17	0.05
Total Paving	**1.43**	**14.12**	**15.26**	**0.02**	**0.92**	**0.74**
Finishing (on-site)	0.22	1.53	1.82	--	0.09	0.09
Finishing Coatings (off-site)	0.27	0.18	2.41	--	0.72	0.19
Total Finishing	**0.49**	**1.71**	**4.23**	**--**	**0.81**	**0.28**
Maximum Daily Emissions	**4.54**	**50.26**	**33.06**	**0.10**	**20.46**	**12.00**
Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**

Source: California Air Resources Board CalEEMod (CalEEMod v 2016.3.2).

The contractors will be required to comply with SCAQMD Rule 402 (nuisance odors) and SCAQMD Rule 403 (fugitive dust). These two SCAQMD Rules require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the Best Available Control Technologies (BACTs) for area sources and point sources.

- *SCAQMD Rule 402 Nuisances.* This Rule prohibits contractors from discharging, from any source whatsoever, air contaminants or other materials that would cause injury, detriment, nuisance, or annoyance to the public. This Rule also applies to those airborne emissions that would potentially endanger the comfort, health, or safety of any persons or the public or to cause, injury or damage to business or property.

- *SCAQMD Rule 403 Control of Fugitive Dust.* The contractors shall ensure that any portion of the site to be graded shall be pre-watered prior to the commencement of grading activities. The Contractors shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded must be watered regularly (at less twice daily) to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday. The Contractors shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion. Finally, the Contractors shall suspend grading activities during windy periods in conformance with Rule 403.

- *SCAQMD Rule 1150. Excavation of Landfill Sites.* This Rule states that no person shall initiate excavation of an active or inactive landfill without an Excavation Management Plan approved by the SCAQMD's Executive Officer. The Plan shall, as a minimum, provide information regarding the quantity and characteristics of the material to be excavated and transported, and shall identify mitigation measures to be activated as necessary during excavation to ensure a that a public nuisance condition does not occur. Mitigation measures shall be selected after consideration of the physical characteristics of the landfill. Such mitigation measures may include gas collection and disposal, baling, encapsulation, covering of the material, chemical neutralizing, or other measures approved by the Executive Officer.

In addition to the above SCAQMD Rules, the following mitigation will be required to further reduce potential impacts:

- Construction contractor(s) will be required to use off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (U.S. EPA) Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater during construction. Such equipment should be outfitted with Best Available Control Technology (BACT) devices including, but not limited to, a CARB certified Level 3 Diesel Particulate Filters (DPF).[27]

- If the Lead Agency finds that Tier 4 construction equipment is not feasible pursuant to CEQA Guidelines Section 15364, alternative applicable strategies may include, but would not be

[27] Level 3 DPFs are capable of achieving at least an 85% reduction in particulate matter emissions.

limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the project site, and/or limiting the number of individual construction project phases occurring simultaneously, if applicable.

- The contractors will be required to use zero-emission or near-zero emission heavy-duty haul trucks during construction, such as trucks with natural gas engines that meet CARB's adopted optional NOx emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, require that operators of heavy-duty haul trucks visiting the project site during the construction period commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks.

Long-term emissions refer to those air quality impacts that will occur once the proposed park has been constructed and is operational. These operational impacts will continue over the life-time of the project. These long-term air quality impacts that are associated with the proposed project include mobile emissions associated with vehicular traffic and off-site stationary emissions associated with the generation of electrical energy. The analysis of long-term operational impacts, shown in Table 3-2, also used the CalEEMod v 2016.3.2 computer model. As indicated in Table 3-2, the projected long-term emissions would also be below thresholds considered to be a significant impact.

Table 3-2
Estimated Operational Emissions (pounds/day)

Emission Source	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Area-wide (lbs/day)	0.04	--	--	--	--	--
Energy (lbs/day)	--	--	--	--	--	--
Mobile (lbs/day)	0.69	3.42	8.67	0.03	2.46	0.67
Total (lbs/day)	**0.73**	**3.42**	**8.67**	**0.03**	**2.46**	**0.67**
Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**

Source: California Air Resources Board CalEEMod v 2016.3.2 [computer program].

The potential long-term (operational) and short-term (construction) emissions associated with the proposed project's implementation are compared to the SCAQMD's daily emissions thresholds in Tables 3-1 and 3-2, respectively. As indicated in these tables, the short-term and long-term emissions will not exceed the SCAQMD's daily thresholds. Adherence to the above SCAQMD Rules and the recommended construction mitigation will further reduce the potential construction-related impacts to levels that are less than significant.

The City is currently responsible for overseeing the monitoring of methane emissions associated with the former La Habra Disposal Station #11 which underlies the majority of the existing park. Methane is a direct result of the decomposition of organic materials that were disposed of in the landfill. Methane is an odorless combustible gas that may become explosive if concentrations are great enough in

enclosed, unventilated spaces. The methane migrates in the subsurface soils into the surface layers of the soil, ultimately being released into the air.

On February 10, 2017 CalRecycle, the Local Enforcement Agency (LEA), conducted as site visit to monitored onsite probes to determine the extent of any methane gas concentrations at the monitoring probes. Methane was detected at concentrations of 13.8% in probe LH-GP-3S (shallow probe) and 5.2% in LH-GP-DP-3D (deep probe), which exceeded regulatory limits. For exceeding the regulatory limit for methane concentration in perimeter monitoring probes, the LEA issued a Violation. Last inspection (April 4, 2019) noted no detection of methane in compliance probe LH-GP-DP-3 shallow and middle probes. The deep probe measured two percent which is in compliance with 27 CCR, Section 20921. In summary, the last noted exceedence was in July 2017 but was corrected by October 2017.

The City of La Habra is currently evaluating the landfill gas (LFG) collection/control system in order to comply with State Minimum Standards regarding gas monitoring and control.[28] New monitoring wells will be installed following the completion of the site grading and finishing phases. The following SCAQMD Rule governs methane and other emissions from active and inactive landfills:

- *SCAQMD Rule 1150.1. Control of Gaseous Emissions from Municipal Solid Waste Landfills.* The purpose of this rule is to reduce non-methane organic compounds (NMOC), volatile organic compound (VOC) and toxic air contaminant (TAC) emissions from Municipal Solid Waste (MSW) landfills to prevent public nuisance and possible detriment to public health caused by exposure to such emissions. This rule also reduces methane emissions, a greenhouse gas.

The following mitigation will be applicable to the installation and/or maintenance of the methane monitoring wells:

- The contractors will be required to obtain all necessary SCAQMD permits related to the installation and/or modification of the existing on-site methane monitors located within the park. Evidence of the Contractor obtaining the necessary SCAQMD permit must be provided to the City of La Habra.

Compliance with the applicable SCAQMD Rules and Regulations and the above mitigation measure will reduce the potential impact to levels that are less than significant.

C. Would the project expose sensitive receptors to substantial pollutant concentrations? ● Less than Significant Impact.

Sensitive receptors refer to land uses and/or activities that are sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other similar facilities where children or the elderly may congregate.[29] The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project would result in an exceedance of *localized emissions thresholds* or

[28] CalRecycle. *SWIS Facility Detail, La Habra Disposal Station #11 (30-CR-0092).* Wesite accessed June 13, 2019.

[29] South Coast Air Quality Management District. *CEQA Air Quality Handbook.* April 1993.

localized standard thresholds (LSTs). LSTs only apply to short-term (construction) emissions. The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO_2 during construction; carbon monoxide (CO) emissions from construction; PM_{10} emissions from construction; and $PM_{2.5}$ emissions from construction. The screening analysis assumed that no more than five acres of land would be disturbed by grading activities would be disturbed on any given work day. Finally, the sensitive receptors located in the vicinity of the park are shown in Exhibit 3-2. Based on the analysis of LSTs (refer to Table 3-3), the proposed project will not exceed SCAQMD thresholds for construction with the implementation of the required mitigation.[30]

Table 3-3
Local Significance Thresholds Exceedance SRA 16
for Five Acres of Daily Site Disturbance

Emissions	Project Emissions In lbs/day (mitigated)	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
		25	50	100	200	500
NO_x	**50.26**	**221**	212	226	249	317
CO	**33.05**	**1,311**	1,731	2,274	3,605	8,754
PM_{10}	**20.47/(9.45*)**	**11**	34	49	78	165
$PM_{2.5}$	**12.01/(5.95*)**	**6**	9	15	34	95

Source: South Coast Air Quality Management District. Final Localized Significance Threshold Methodology. June 2003.
*= Denotes adherence to standard SCAQMG regulations governing fugitive dust emissions such as watering barren soils up to three times per day.

As previously mentioned, the contractors will be required to adhere to all pertinent provisions of SCAQMD Rule 403 pertaining to the generation of fugitive dust during grading and/or the use of equipment on unpaved surfaces.[31] In addition, fugitive dust emission, which is responsible for PM_{10} and $PM_{2.5}$ emissions, will further be reduced through the implementation of SCAQMD regulations related to fugitive dust generation and other construction-related emissions. These SCAQMD regulations are standard conditions required for every construction project undertaken in the City as well as in the cities and counties governed by the SCAQMD.

The figures for NO_x and CO within Table 3-3 are the emissions *before* mitigation, and the figures for PM_{10} and $PM_{2.5}$ emissions are the emissions *after* mitigation. Since only one Rule 403 mitigation measure is included and calculated within the CalEEMod air quality model (watering of dirt surfaces three times daily), emissions will be lower than those listed in Table 3-3. Nevertheless, in order to reduce particulate emissions, the construction mitigation cited previously herein in Section 3.2.2.B will be required to reduce localized PM_{10} and $PM_{2.5}$ impacts. Compliance with the applicable SCAQMD Rules and Regulations and the above mitigation measure will reduce the potential impact to levels that are less than significant.

[30] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

[31] South Coast Air Quality Management District. *Rule 403, Fugitive Dust*. As Amended June 3, 2005.

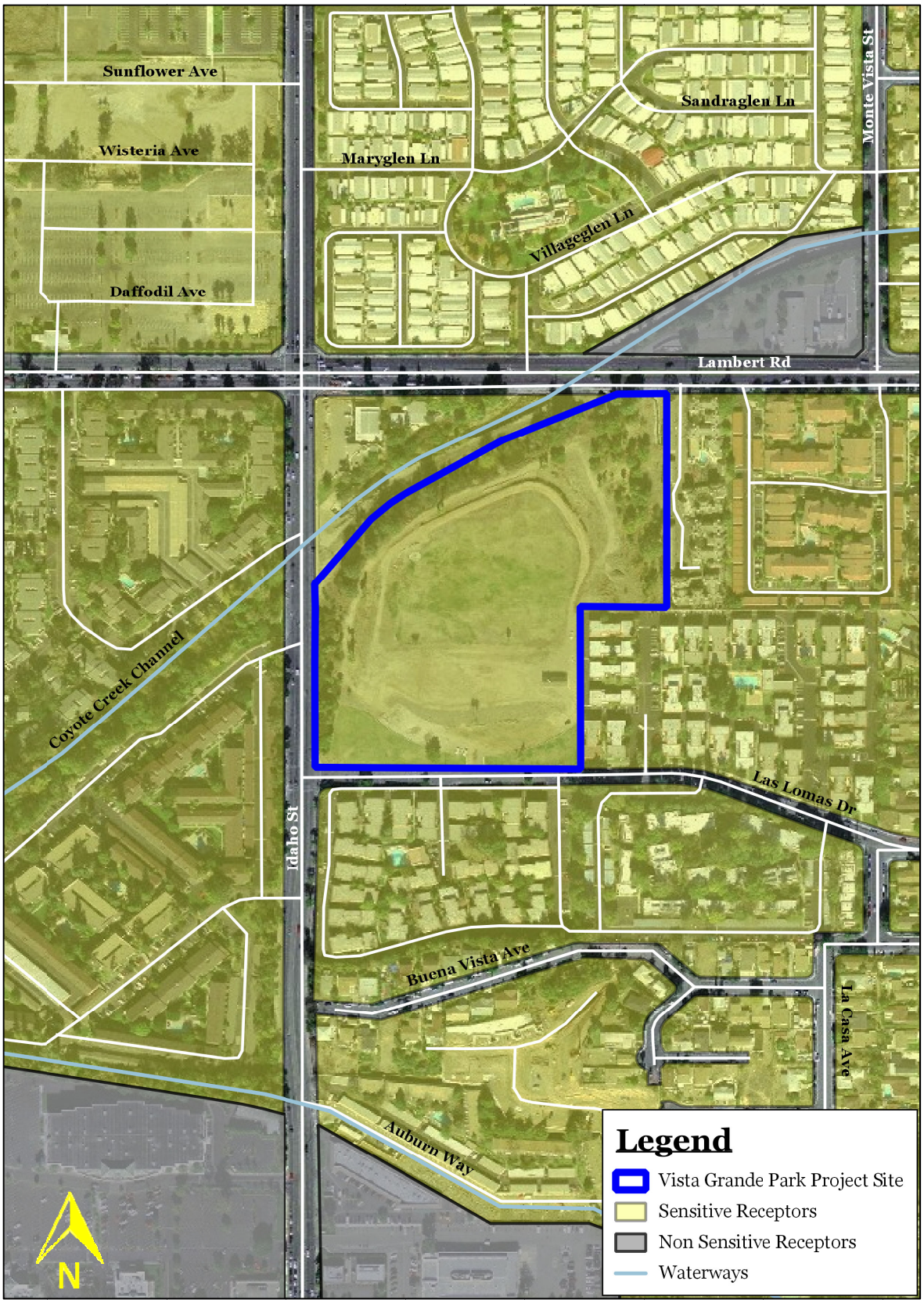

EXHIBIT 3-2
AIR EMISSIONS SENSITIVE RECEPTORS
Source: Blodgett Baylosis Environmental Planning

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards. These areas of high CO concentration are referred to as *hot-spots*. Two variables influence the creation of a hot-spot and these variables include traffic volumes and traffic congestion.

Typically, a hot-spot may occur near an intersection that is experiencing severe congestion (a LOS E or LOS F). The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the Basin. These new automobile emissions controls, along with the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. In addition, project-generated traffic would not result in the creation of a carbon monoxide hot-spot, since the proposed project will not degrade any existing intersection to a LOS of E or a LOS of F (refer to Section 3.17, Transportation). As a result, the potential impacts will be less than significant.

D. Would the project result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people? ● No Impact.

The SCAQMD has identified land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, active landfills, and businesses involved in fiberglass molding.[32] The proposed project involves the construction and operation of an active recreational park area and will not involve odor-generating uses. Furthermore, construction truck drivers must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel powered vehicles to less than five minutes.[33] Adherence to the aforementioned regulation will minimize odor impacts from diesel trucks. In addition, the project's contractors must adhere to SCAQMD Rule 403 regulations, which significantly reduce the generation of fugitive dust. As a result, no impacts are anticipated.

3.3.3 CUMULATIVE IMPACTS

The combined air emissions from the related projects would not result in any new exceedance nor contribute significantly to an existing air quality violation. As a result, the cumulative air quality impacts are less than significant.

[32] South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9.* As amended 2017.

[33] California, State of. *California Code of Regulations, Title 13, Section 2485 Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling*.

3.3.4 MITIGATION MEASURES

In order to ensure that all construction staging occurs on-site and that the proposed project does not cause off-site particulate emissions, the following mitigation is required:

Mitigation Measure No. 2 (Air Quality). Construction contractor(s) will be required to use off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (U.S. EPA) Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater during construction. Such equipment should be outfitted with Best Available Control Technology (BACT) devices including, but not limited to, a CARB certified Level 3 Diesel Particulate Filters (DPF).[34]

Mitigation Measure No. 3 (Air Quality). If the Lead Agency finds that Tier 4 construction equipment is not feasible pursuant to CEQA Guidelines Section 15364, alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the project site, and/or limiting the number of individual construction project phases occurring simultaneously, if applicable.

Mitigation Measure No. 4 (Air Quality). The contractors will be required to use zero-emission or near-zero emission heavy-duty haul trucks during construction, such as trucks with natural gas engines that meet CARB's adopted optional NOx emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, require that operators of heavy-duty haul trucks visiting the project site during the construction period commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks.

*Mitigation Measure No. 5 (Air Quality).*The contractors will be required to obtain all necessary SCAQMD permits related to the installation and/or modification of the existing on-site methane monitors located within the park. Evidence of the Contractor obtaining the necessary SCAQMD permit must be provided to the City of La Habra.

The aforementioned measures will further reduce the potential air quality impacts to levels that are less than significant.

[34] Level 3 DPFs are capable of achieving at least an 85 percent reduction in particulate matter emissions.

3.4 BIOLOGICAL RESOURCES

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.4.A	Would the project, either directly or through habitat modifications, have a substantial adverse effect 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?		**X**		
3.4.B	Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				**X**
3.4.C	Would the project have a substantial adverse effect on Federally protected wetlands as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				**X**
3.4.D	Would the project have a substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites?				**X**
3.4.E	Would the project have a conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**
3.4.F	Would the project have a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?				**X**

3.4.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on biological resources if it results in any of the following:

- 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 the U.S. Fish and Wildlife Service;

- A substantial adverse effect on any riparian habitat or other sensitive natural plant community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service;

- A substantial adverse effect on Federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means;

- A substantial interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites;

- A conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or,

- A conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

3.4.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project either directly or through habitat modifications, have a substantial adverse effect 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? ● Less than Significant Impact with Mitigation.*

As indicated in the preceding sections, the proposed project site is located in the midst of a residential neighborhood and is currently developed as a passive neighborhood park.[35] A portion of the Coyote Creek Channel extends along the northern boundary of Vista Grande Park. The segment of the Coyote Creek Channel that abuts the project site to the north is classified as a *Riverine*. The segment of the Coyote Creek Channel to the west of the project site, west of Idaho Street, is classified as a *Freshwater Forested/Shrub Wetland*, which is more likely to be a habitat for wildlife species (refer to Exhibit 3-3). The Coyote Creek channel will not be affected by the proposed project.

The five threatened and/or endangered species within the La Habra Quadrangle (the project site is located within the La Habra Quadrangle) include the following:

- The *Willow Flycatcher*. This bird species occupies areas with willows or other shrubs near standing or running water.[36]

- The *Least Bell's Vireo*. This bird species lives in a riparian habitat, with a majority of the species living in San Diego County.[37]

[35] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

[36] National Audubon Society. *Willow Flycatcher*. http://www.audubon.org/field-guide/bird/willow-flycatcher.

[37] California Partners in Flight Riparian Bird Conservation Plan. *Least Bell's Vireo (Vireo bellii pusillus)*. http://www.prbo.org/calpif/htmldocs/species/riparian/least_bell_vireo.htm.

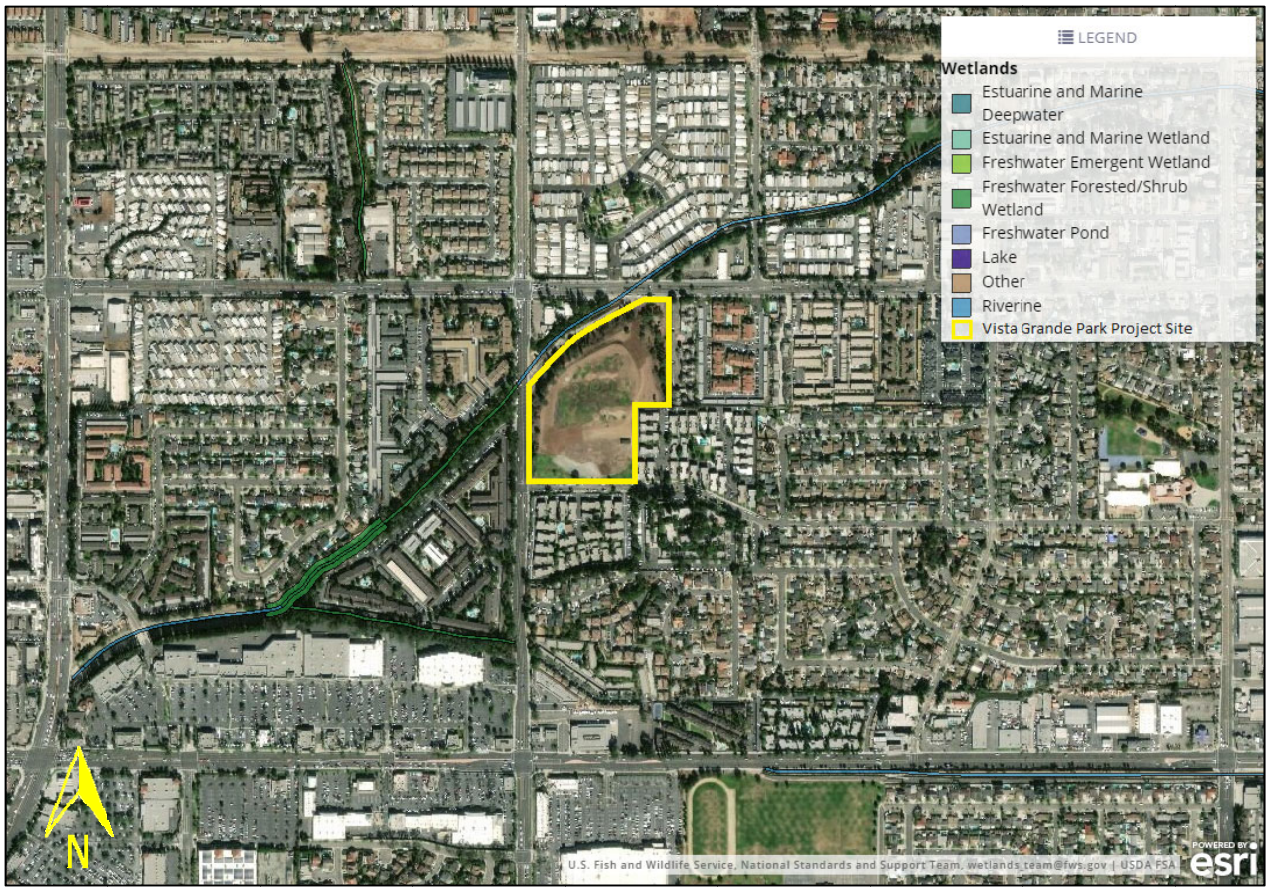

EXHIBIT 3-3
WETLANDS MAP

Source: National Wetlands Inventory

- The *Coastal California Gnatcatcher*. The habitat of this bird species within La Habra is identified in Chapter 6 (Conservation/Natural Resources) of the City's General Plan. The coastal sage scrub found within the protected areas of the Westridge Golf Course was identified by the City's General Plan as suitable habitat capable of supporting Coastal California Gnatcatchers.

- The *Bank Swallow*. This bird species lives in a riparian habitat and nests along rivers or streams. Populations located in Southern California are extinct.[38]

A total of 165 trees are located on-site with the majority of the trees are located along the perimeter of the park and on the slope. A total of 158 existing trees will remain while 7 of the existing trees will be removed. In addition, a total of 244 trees will be planted for a total of 402 existing and new trees.[39] However, construction activities may disturb nesting avian species within the existing trees located in the park. In order to reduce any potential impact to avian species, the following mitigation measure is required:

- If clearing and/or construction activities will occur during the raptor or migratory bird nesting season (February 15–August 15), the project contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting birds up to 14 days before construction activities. The qualified biologist shall survey the construction zone and a 500-foot buffer surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. If active nest(s) are identified during the preconstruction survey, a qualified biologist shall establish a 100-foot no-activity setback for migratory bird nests and a 250-foot setback for raptor nests. No ground disturbance should occur within the no-activity setback until the nest is deemed inactive by the qualified biologist.

With the above-mentioned mitigation measure, less than significant impacts on candidate, sensitive, or special status species will result from proposed project's implementation.

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

A portion of the Coyote Creek Channel extends outside the northern boundary of Vista Grande Park. The segment of the Coyote Creek Channel that abuts the project site to the north is classified as a *Riverine*. The segment of the Coyote Creek Channel to the west of the project site, west of Idaho Street, is classified as a *Freshwater Forested/Shrub Wetland*, which is more likely to be a habitat for wildlife species (refer to Exhibit 3-3). The proposed park project would not extend into this stream channel since it is located outside of the park boundaries. As a result, no impacts on natural or riparian habitats will result from the site's redevelopment.

[38] California Partners in Flight Riparian Bird Conservation Plan. *BANK SWALLOW (Riparia riparia).* http://www.prbo.org/calpif /htmldocs/ species/riparian/bank_swallow_acct2.html

[39] Troller Mayer Associates, Inc. *Active Recreation Preliminary Tree Plan, Vista Grande Park*. June 11, 2019.

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

As previously mentioned, a portion of the Coyote Creek Channel extends outside of the northern boundary of Vista Grande Park. However, the segment of the Coyote Creek Channel to the west of the project site, west of Idaho Street, is classified as a *Freshwater Forested/Shrub Wetland* (refer to Exhibit 3-3). As previously mentioned, the park is elevated with respect to the surrounding residential development and a slope exists in between the proposed project site and the Coyote Creek Channel, which is populated by trees and shrubs.[40] The proposed park improvements will not physically impact the Coyote Creek Channel. As a result, no impacts on natural or riparian habitats will result from the site's redevelopment.

D. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory life corridors, or impede the use of native wildlife nursery sites? ● No Impact.

The park boundaries and the surrounding parcels are developed (refer to Exhibit 3-3). The nearest protected natural undeveloped lands of any significant area include the Puente Hills located approximately 1.98 miles to the north of the site. The site is surrounded by development and lacks suitable habitat for wildlife habitat. Constant disturbance (noise and vibration) from vehicles traveling on the adjacent roadways (Lambert Road and Idaho Street) limits the site's utility as a migration corridor.[41] Since the site is surrounded by development on all sides and lacks suitable habitat, the site's utility as a migration corridor is restricted. Therefore, the proposed project will not affect wildlife migration in the area and no impacts are anticipated.

E. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ● No Impact.

The City of La Habra does not have locally designated species and/or vegetation within the proposed project site and in the adjacent properties. A total of 165 trees are located on-site and include deciduous trees. The majority of the trees are located along the perimeter of the park and on the slope. A total of 158 existing trees will remain while 7 of the existing trees will be removed. In addition, a total of 244 trees will be planted for a total of 402 existing and proposed trees.[42] No protected tree species will be removed and no impacts are anticipated.

[40] United States Geological Survey. TerraServer USA. The National Map. La Habra, California. July 1, 1979. The park was formerly the La Habra Disposal Station #11 which accounts for the difference in elevation.

[41] United States Fish and Wildlife Service. *National Wetlands Inventory*. https://www.fws.gov/Wetlands/data/Mapper.html. Website accessed December 21, 2018.

[42] Troller Mayer Associates, Inc. *Active Recreation Preliminary Tree Plan, Vista Grande Park*. June 11, 2019.

F. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ● No Impact.

As indicated previously, the park site is located within an urbanized setting. The project site is not located within an area governed by a habitat conservation or community conservation plan. The nearest protected lands include the Puente Hills located approximately 1.98 miles to the north of the park. As a result, no impacts on local, regional, or state habitat conservation plans will result from the proposed project's implementation.

3.4.3 CUMULATIVE IMPACTS

The potential project impacts on biological resources are typically site specific. The proposed project will not result in any loss of protected habitat that would result in an incremental loss or degradation of those protected habitats found in the Southern California region. As a result, no cumulative impacts on biological resources will be associated with the proposed project's implementation.

3.4.4 MITIGATION MEASURES

In order to reduce any potential impact to avian species, the following mitigation measure is required:

Mitigation Measure No. 6 (Biological Resources). If clearing and/or construction activities will occur during the raptor or migratory bird nesting season (February 15–August 15), the project contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting birds up to 14 days before construction activities. The qualified biologist shall survey the construction zone and a 500-foot buffer surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. If active nest(s) are identified during the preconstruction survey, a qualified biologist shall establish a 100-foot no-activity setback for migratory bird nests and a 250-foot setback for raptor nests. No ground disturbance should occur within the no-activity setback until the nest is deemed inactive by the qualified biologist.

3.5 CULTURAL RESOURCES

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.5.A.	Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines?				**X**
3.5.B.	Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?		**X**		
3.5.C.	Would the project disturb any human remains, including those interred outside of dedicated cemeteries?				**X**

3.5.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project would normally have a significant adverse impact on cultural resources if it results in any of the following:

- A substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the State CEQA Guidelines;
- A substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines;
- The disturbance of any human remains, including those interred outside of dedicated cemeteries.

3.5.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5 of the State CEQA Guidelines? ● No Impact.

Historic structures and sites are generally defined by local, State, and Federal criteria. A site or structure may be historically significant if it is protected through a local general plan or historic preservation ordinance. In addition, a site or structure may be historically significant if it meets certain state or federal criteria even if the locality does not recognize such significance. The State of California, through the State Historic Preservation Office (SHPO), also maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U.S. Department of the Interior has established specific guidelines and criteria that indicate the manner in which a site, structure, or district is to be identified as having historic significance.

Significance may be determined if the property is associated with events, activities, or developments that were important in the past, with the lives of people who were important in the past, or represents significant architectural, landscape, or engineering elements. Ordinarily, properties that have achieved significance within the past 50 years are not considered eligible for the National Register. Buildings and properties will qualify for a listing on the National Register if they are integral parts of districts that meet certain criteria or if they fall within the following categories:

- A religious property deriving primary significance from architectural or artistic distinction or historical importance;

- A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event;

- A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life;

- A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;

- A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;

- A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or,

- A property achieving significance within the past 50 years if it is of exceptional importance.[43]

Large-scale settlement of the area that is now La Habra began in the 1890's with the subdivision of the Rancho La Habra. The community was first established in 1896 and named "La Habra" when a United States Post Office was established. In 1903, Robert Hiatt purchased the Zachary and Maggie Coy Ranch property and divided it into town lots. John Launer then added his subdivision in 1907 and La Habra township status was granted in 1917. In 1908, the Pacific Electric Railroad line was completed through La Habra. The City was incorporated as a "general law city" on January 20, 1925.[44] At the time of incorporation, the City's population was 3,000. Major landmarks in the City include the following:

- *El Camino Real.* In commemoration of the original El Camino Real route that traversed what is now La Habra Boulevard during the mission days, replica bells have been installed at significant historical sites along La Habra Boulevard, establishing this historical corridor as "The Boulevard of the Bells."

[43] U. S. Department of the Interior, National Park Service. National Register of Historic Places. http://nrhp.focus.nps.gov. 2010

[44] City of La Habra. A Brief History of La Habra. www.ci.la-habra.ca.us/ 2011

- *City of La Habra Birthplace.* The bell and plaque located at the southeast corner of La Habra Boulevard and Euclid Street indicates the "birthplace" of the City. The plaque contains the following wording: "The first post office officially naming this settlement La Habra was granted in 1898 and was established in a corner of Coy's Store, located on this site. El Camino Viejo, the old road between the missions, passed this corner became a central trading point in the La Habra Valley." The plaque is designated as Historical Site No. 29 by the Orange County Board of Supervisors and the Orange County Historical Commission.

- *La Habra Pacific Electric Depot (301 S. Euclid St).* This is the site of the earliest railroad line in the La Habra area. The depot was moved from this original site across the street to complement the La Habra Children's museum. The depot has been refurbished and now is used as a community theater.

- *Site of President Nixon's First Law Office.* The Milhous Family, grandparents of the nation's 37th President, Richard Milhous Nixon, were among the first settlers in La Habra. Richard Nixon opened his first law office on La Habra Boulevard on a site now occupied by the Community Center.[45]

Historic structures and sites are defined by local, State, and Federal criteria. In addition, a site or structure may be historically significant according to State or Federal criteria even if the locality does not recognize such significance. The State, through the State Historic Preservation Office (SHPO) also maintains an inventory of those sites and structures that are considered to be historically significant. Finally, the U. S. Department of Interior has established specific guidelines and criteria that indicates the manner in which a site, structure, or district is to be defined as having historic significance and in the determination of its eligibility for listing on the National Register of Historic Places. Once a site, structure, or district has been determined to be eligible for listing on the National Register, certain protocols related to its preservation must be adhered to.[46]

There are no historically significant sites or structures within the boundaries of the Vista Grande Park or within adjacent parcels (refer to Exhibit 3-4).[47] Prior to the site's development as a park, a site was used as a local landfill. In 1948, the La Habra Sanitation District deeded site to County of Orange. In 1949, the County operated site as a refuse disposal station. The Federal Government leased 100-foot by 100-foot tract of land along east property line for use a FAA Fan Marker. In 1958, the County ceased operation, closed refuse disposal station, and capped the landfill with a three-foot soil cover. In 1962, the County sold site to City of La Habra for $40,000 (approximately half its assessed value) provided the site be used for a public park. In 1965-1985, the City developed site as Vista Grande Park, used primarily for Little League fields.[48]

[45] California State Parks, Office of Historic Preservation. www.parks.ca.gov. 2010.

[46] Ibid.

[47] California Dept. of Conservation. State Office of Historic Preservation. 2006.

[48] California, State of. *Department of Water Resources, GeoTracker*. Website accessed June 13, 2019.

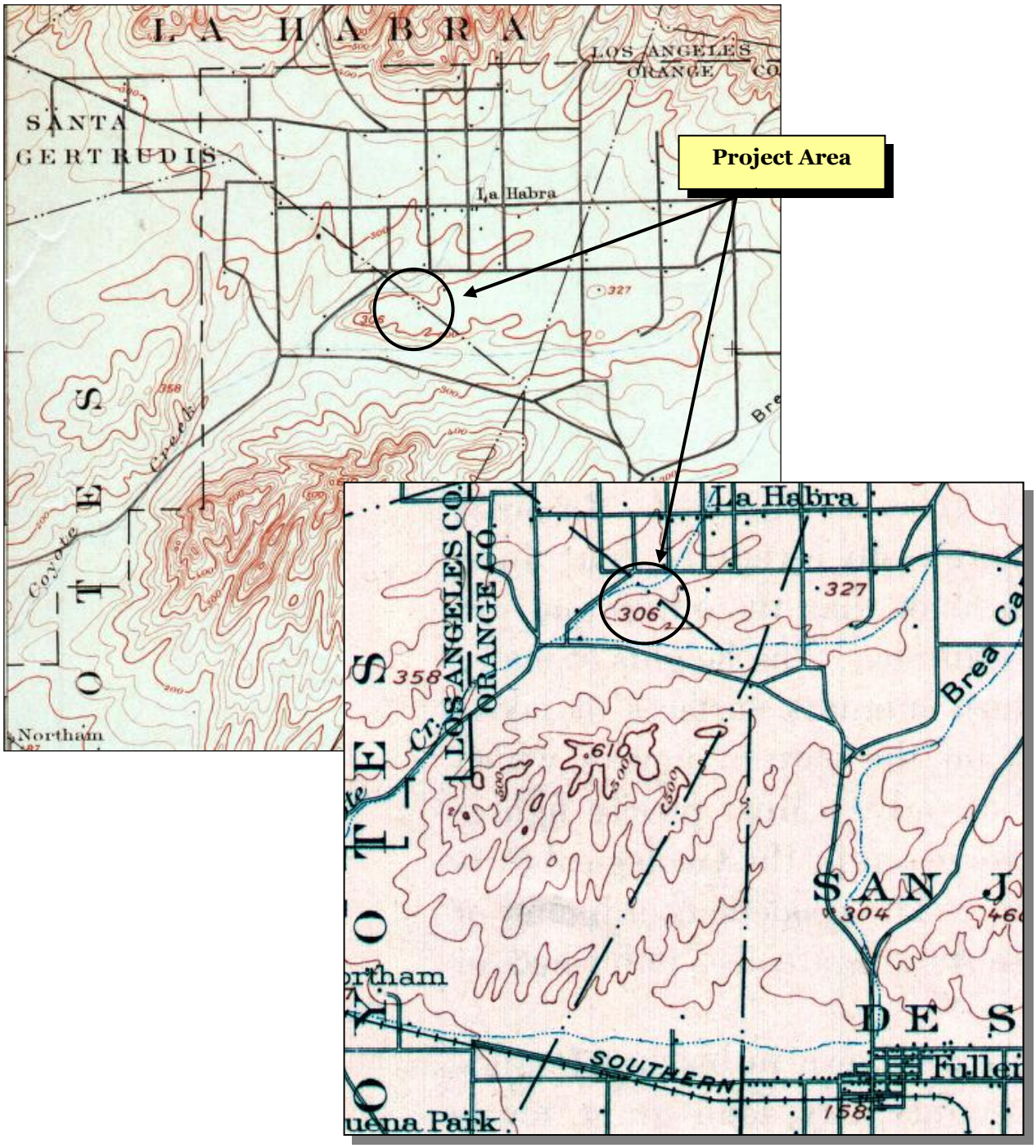

EXHIBIT 3-4
HISTORIC USGS QUADRANGLES
Source: United States Geological Survey (1979)

Following closure of the landfill, the site was partially improved with a gravel surface parking area, unimproved road, and the turf playfield area. Thus, the proposed project will not result in impacts on any historic site or other historic structures in the City.

B. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the State CEQA Guidelines? ● Less than Significant Impact with Mitigation.

As indicated previously, the project site is not known to be historically or culturally significant. The early anthropologist and ethnographer, J. P. Harrington, noted the presence of two Indian settlements located in what is now Buena Park along the course of Coyote Creek by stating in his records that "the first settlement, referred to as Indian Camp was located three miles due west of the Coyote Ranch House. The second site, referred to as Old Indian Camp was located a little south of Indian Camp. Modern references place both village sites along Coyote Creek in what is now Buena Park. Both sites are located at least five miles from the project site. In addition, human remains were discovered in the vicinity of the a new park located at Pebble Beach Avenue just east of Idaho Street in the central portion of the City.

The proposed project site is located more than 1.6 miles to the north. Given the previous on-site disturbance related to the landfill, no impacts on cultural resources are anticipated from the proposed project. In addition, the proposed improvements will not affect the areas located along Coyote Creek. As a result, no significant adverse impacts are anticipated. The tribal representative of the Gabrieleño-Kizh indicated that the project site is situated in an area of high archaeological significance. As a result, the following mitigation is required:

- The project contractors will be required to obtain the services of a qualified Native American Monitor and archeologist during construction-related ground disturbance activities. Ground disturbance is defined as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed.

Adherence to the abovementioned mitigation will reduce potential impacts to levels that are less than significant since the tribal monitor would possess a level of familiarity of tribal resources that exceeds that of a typical archaeologist.

C. Would the project disturb any human remains, including those interred outside of formal cemeteries? ● No Impact.

There are no cemeteries located in the immediate area that would be affected by the proposed project. In addition, the project site does not contain any religious or sacred structure that would be a likely source for burials. The nearest cemetery is Memory Garden Memorial Park and Mortuary located approximately 2.5 miles to the east in the City of Brea.[49] In addition, Title 14; Chapter 3; Article 5;

[49] United States Geological Survey. TerraServer USA. The National Map. La Habra, California. July 1, 1979.

Section 15064.5 of CEQA would apply in terms of the identification of significant archaeological resources and their salvage. Furthermore, no impact is anticipated given the site's was a former landfill. As a result, no impacts are anticipated.

3.5.3 CUMULATIVE IMPACTS

The potential aesthetic impacts related to cultural resources are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any impacts on cultural resources. As a result, no cumulative impacts will occur.

3.5.4 MITIGATION MEASURES

The analysis of potential cultural resources impacts indicated that the following mitigation measure is required:

> *Mitigation Measure No. 7 (Cultural Resources Impacts).* The project contractors will be required to obtain the services of a qualified Native American Monitor and archeologist during construction-related ground disturbance activities. Ground disturbance is defined as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed.

3.6 ENERGY

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.6.A.	Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy, resources, during project construction or operation?			**X**	
3.6.B.	Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?				**X**

3.6.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on energy if it results in the following:

- A potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation; and,

- A conflict with or obstruction of a State or local plan for renewable energy or energy efficiency.

3.6.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation? ● Less than Significant Impact.

The Southern California Gas Company and Southern California Edison's Eastern Division provide natural gas and electric power services, respectively in La Habra. These service providers install and maintain mainline systems throughout the City. Generally, the distribution systems adequately serve local customers, and the companies provide upgrades over time as needed to meet changing demands.

An athletic field, two basketball half-courts, two volleyball courts, and an amphitheater will be constructed as part of the proposed project. No permanent light fixtures associated with the athletic field, the courts or the amphitheater will be installed though portable, generator-powered lights may be utilized when necessary after sundown. In addition, limited parking lot security lighting, power to the restroom, storage, and snack bar building and low-level bollard lighting will be used to illuminate the walking and running paths. The proposed improvements will be constructed in accordance with the City's Building Code and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. The use of energy efficient fixtures and appliances will ensure the project's energy impacts remain at levels that are less than significant.

B. Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency? ● No Impact.

On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The 2016 version addresses additional items such as clean air vehicles, increased requirements for electric vehicles charging infrastructure, organic waste, and water efficiency and conservation. The California Green Building Standards Code do not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The proposed project will conform to all pertinent energy conservation requirements. As a result, no impacts are anticipated.

3.6.3 CUMULATIVE IMPACTS

The potential energy impacts are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any impacts on cultural resources. As a result, no cumulative impacts will occur.

3.6.4 MITIGATION MEASURES

The environmental analysis determined that the proposed project would not result in any significant impacts on energy resources. As a result, no mitigation is required.

3.7 GEOLOGY & SOILS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.7.A.	Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides?			**X**	
3.7.B.	Would the project result in substantial soil erosion or the loss of topsoil?			**X**	
3.7.C	Would the project be located on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on–site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			**X**	
3.7.D.	Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012) creating substantial direct or indirect risks to life or property?			**X**	
3.7.E.	Would the project be located on soils that are incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				**X**
3.7.F.	Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?				**X**

3.7.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on geology and soils if it results in the following:

- The exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, ground–shaking, liquefaction, or landslides;

- Substantial soil erosion or the loss of topsoil;

- The locating of a project on a soil or geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse;

- The exposure of people to potential impacts, including location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012) creating substantial risks to life or property; or,

- The locating of a project on soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

3.7.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault (as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault), ground–shaking, liquefaction, or landslides? ● Less than Significant Impact.*

The City of La Habra is located in a seismically active region (refer to Exhibit 3-5). In 1972, the Alquist-Priolo Earthquake Zoning Act was passed in response to the damage sustained in the 1971 San Fernando Earthquake. The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults.[50]

The Whittier Fault is located north of the City and is included within an Alquist-Priolo Special Studies Zone indicating this portion of the fault has been active in relatively recent geological times (since the Pleistocene). Other nearby significant faults include the Norwalk fault and numerous, relatively short, unnamed faults within and adjoining the Coyote Hills. Because of their relatively recent displacement or suspected earthquake activity, these latter faults are also considered active or potentially active.

In addition, one of these faults (the West Coyote Hills Fault) is included within an Alquist-Priolo Special Studies Zone and is a north-south trending fault located generally east of Idaho Street near the City's southern boundary (refer to Exhibit 3-5). This fault is located approximately 0.96 miles south of the project site. This fault is considered active due to movement that occurred in early October 1968 and later in May, 2017.[51] The project site itself is not located within the fault zone of the West Coyote Hills Fault. The potential impacts in regards to ground shaking and fault rupture are less than significant since the risk is no greater in and around the project site than for the rest of the area. In addition, the proposed project involves a number of improvements to an existing largely passive 17.5 acre park.

According to the United States Geological Survey (USGS), liquefaction is the process by which water-saturated sediment temporarily loses strength and acts as a fluid. Essentially, liquefaction is the process by which the ground soil loses strength due to an increase in water pressure following seismic activity.

[50] California Department of Conservation. *What is the Alquist-Priolo Act.* http://www.conservation.ca.gov/cgs/rghm/ap/Pages/main.aspx.

[51] All of the faults within the Coyote Hills are of such length and orientation that they are considered to be of secondary importance to major faults such as the Whittier-Elsinore and the Newport-Inglewood faults in terms of generating major earthquakes.

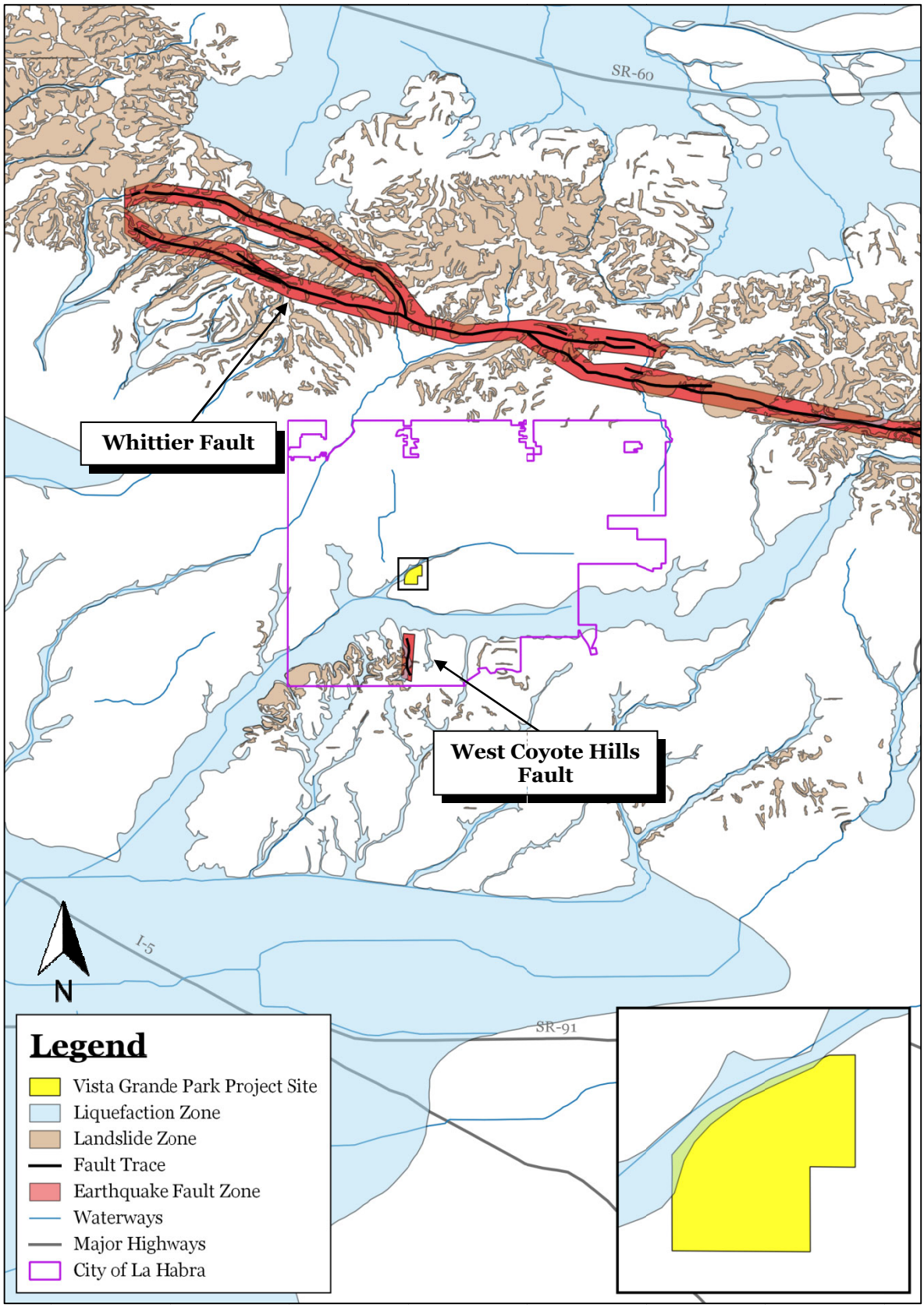

EXHIBIT 3-5
LIQUEFACTION HAZARDS
Source: California Geological Survey

Although the northern portion of the project site is located in an area that is subject to liquefaction (refer to Exhibit 3-5), the proposed project involves a number of improvements to an existing largely passive 17.5 acre park. . Lastly, the project site is not subject to the risk of landslides (refer to Exhibit 3-5) because there are no large hills or mountains within the vicinity of the project site. As a result, the potential impacts in regards to ground-shaking, liquefaction, and landslides are less than significant since the project will only introduce a small, one-story building and because the risk is no greater in and around the project site than for the rest of the area.

B. Would the project result in substantial soil erosion or the loss of topsoil? ● Less than Significant Impact.

The project site's topography is varied due to both the natural topography and the presence of an old closed landfill that underlies much of the park. In fact the majority of the project site is underlain by a closed and capped landfill (La Habra Disposal Station #11). A Geotechnical Evaluation was conducted by Geotechnical Professionals, Inc. (GPI) for GC Environmental on July 2016 for the proposed project site.[52] It was discovered by GPI that prior to development, the northwestern half of the project site was within the natural drainage channel of Coyote Creek, transitioning to hills toward the southeast. A historical topographic map of the project site area from 1950 shows ground surface elevations ranging from 225 feet along the axis of Coyote Creek to 285 feet at the eastern site boundary, near the southeastern corner. Over most of the project site area, the ground surface elevations ranged from 225 to 235 feet.

Information regarding the use of the project site as a municipal landfill was obtained by GPI from the Solid Waste Assessment Test (SWAT) report prepared by Emcon Associates and the Annual Monitoring Report by Orange County Waste & Recycling. According to the documents reviewed, some refuse was deposited near Coyote Creek prior to 1949, when the landfill was operated by the City of La Habra. From 1949 through 1958, the County of Orange operated the La Habra Disposal Station #11 as a Class III municipal solid waste landfill. In 1962, the project site was transferred back to the City of La Habra for use as a park.

The project site was used as a park with a baseball field between approximately 1965 and 1985. Historical aerial photographs indicate up to four baseball fields with a parking lot in the southern portion of the project site and a small building (the existing restroom, storage and snack bar building) close to the eastern project site boundary. The ground surface appears to have been re-graded with the ground surface over most of the project site approximately even with the ground surface near the small building. The use of the project site for baseball fields was abandoned in 1985, due to excessive differential subsidence or the settling of soils.

Since 1985 until the present, the project site has been used as a passive public park. Aerial photographs from 1983 through 1999 show that the ground surface at the project site is relatively unchanged with evidence of the baseball fields gradually disappearing and most of the project site area covered with grass. In 1987, the Whittier earthquake would have resulted in strong ground-shaking at the project site. The aerial photographs from 1983 and 1992 showed similar project site conditions

[52] GC Environmental. *Geotechnical Report, Redevelopment of Vista Grande Park, La Habra, California*. July 19, 2016.

with no evidence of massive slope failures. However, the northeastern parts of the project site appeared to be lower than the rest of the project site. Information provided by GC Environmental indicates that in the mid 2000's soil was stockpiled in the southern parts of the project site. The peak elevation at the top of the stockpile was 288 feet. At the time of the field investigation, most of the stockpiled soil had been removed.

The entire landfill surface is capped with soil fill consisting mostly of sandy clay with some clayey sand and silty sand. The thickness of the soil fill in the explorations conducted by GPI ranged from 3 feet to 23 feet. The minimum soil fill thickness of three feet was at the south central parts of the project site. The maximum soil fill thickness of 23 feet was along the western edge of the project site. The fill thickness was 17 feet at center of the project site. The sandy clay in the fill was typically very stiff to hard with some stiff zones. The limited silty to clayey sands were medium dense. The moisture content of the sandy clays at shallow depths was typically slightly below optimum, generally increasing with depth.[53]

The project's construction will not result in soil erosion. The project contractors will be required to prepare a Storm Water Pollution Prevention Program (SWPPP) pursuant to Federal NPDES regulations since the project would connect to the City's MS4. The SWPPP is required to apply for various NPDES permits, including the NPDES Construction General Permit (CGP). The SWPPP will contain construction best management practices (BMPs) that will restrict the discharge of sediment into the streets and local storm drains. In addition, the project's contractors must adhere to any construction BMPs identified by the City.

The site will be leveled and no slope failure or landslide impacts are anticipated to occur. In addition, the proposed project involves the construction and operation of a 17.5-acre active recreational park area and will introduce a minimal amount of impermeable surfaces. No significant structural improvements are proposed other than the small restroom, storage, and snack bar building that will replace the existing small building in the southeastern portion of the project site. The proposed improvements will involve landscaping of the majority of the project site. At present, approximately 15% of the park is landscaped in maintained turf. Upon project completion, the majority of the project site will be covered over in turf and other vegetation. The placement of permanent vegetative cover will reduce the soil's erosion risk. As a result, less than significant impacts related to soil erosion are anticipated.

C. *Would the project expose people or structures to potential substantial adverse effects, including location on a geologic unit or a soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? ● Less than Significant Impact.*

Lateral spreading is a phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreading could be liquefaction-induced or can be the result of excess moisture within the underlying soils. Subsidence occurs via soil shrinkage and is triggered by a significant reduction in

[53] GC Environmental. *Geotechnical Report, Redevelopment of Vista Grande Park, La Habra, California.* July 19, 2016.

an underlying groundwater table, thus causing the earth on top to sink.[54] Shrinking and swelling is influenced by the amount of clay present in the underlying soils. Recent studies completed by the Geological Survey (CGS) Seismic Hazard Zones Mapping Program indicate the project area is not located within an area subject to potential slope failure.[55] Although the northern portion of the project site is located in an area that is subject to liquefaction (refer to Exhibit 3-5), the proposed project involves the construction and operation of a 17.5-acre active recreational park area and will only introduce a small, one-story building. In addition, the project site is not subject to the risk of landslides (refer to Exhibit 3-5) because there are no large hills or mountains within the vicinity of the project site. No substantial risk due to unstable soils is anticipated since the ground surface will largely consist of landscaped turf recreational areas. As a result, less than significant impacts related to unstable soils and subsidence is expected.

D. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2012) creating substantial direct or indirect risks to life or property? ● Less than Significant Impact.

The project site's topography is varied due to both the natural topography and the presence of an old closed landfill (the La Habra Disposal Station #11) that underlies much of the park.[56] As mentioned in the previous subsection (Section 3.7.2.C), the proposed project involves the construction and operation of a 17.5-acre active recreational park area. No substantial risk due to expansive soils is anticipated since the ground surface will largely consist of landscaped turf recreational areas. No significant structural improvements are envisioned other than the small restroom, storage, and snack bar building that will replace the existing small building in the southeastern portion of the project site. Therefore, less than significant impacts related to expansive soils are expected.

E. Would the project result in or expose people to potential impacts, including soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ● No Impact.

No septic tanks or other alternative wastewater disposal systems will be used as part of proposed project. The proposed on-site restrooms will connect to the existing sanitary sewer system. As a result, no impacts associated with the use of septic tanks will occur as part of the proposed project's implementation.

F. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature? ● No Impact.

The majority of the project site is underlain by the closed and capped La Habra Disposal Station #11. As previously mentioned, the entire landfill surface is capped with soil fill. The thickness of the soil fill in the explorations conducted by GPI ranged from three feet to 23 feet. The minimum soil fill thickness of three feet was at the south central parts of the project site. The maximum soil fill thickness of 23 feet

[54] Subsidence Support. *What Causes House Subsidence?* http://www.subsidencesupport.co.uk/what-causes-subsidence.htm.

[55] California Geological Survey. *Preliminary Map of Seismic Hazard Zones*. 2011.

[56] County of Orange. OC Waste and Recycling. http://egov.ocgov.com

was along the western edge of the project site. The fill thickness was 17 feet at center of the project site. The surrounding project area is fully developed and has undergone disturbance. For this reason, the likelihood of discovering near surface paleontological resources is considered remote. Project construction will involve excavation for the foundation and footings for the one-story restroom, storage, and snack bar building (three to four feet) and will not extend beyond the depth of the soil fill. Ground disturbance will also involve grading and earth-clearing activities for the installation of the grass and landscaping and other on-site improvements. As a result, the proposed project will not have an impact on paleontological resources.

3.7.3 CUMULATIVE IMPACTS

The potential impacts related to earth and geology are typically site specific. Furthermore, the analysis herein determined that the proposed project would not result in significant adverse impacts related to landform modification, grading, or the destruction of a geologically significant landform or feature. As a result, no cumulative impacts with respect to earth and geology will occur.

3.7.4 MITIGATION MEASURES

The analysis determined that no significant impacts related to geology and soils will occur as a result of the proposed project. As a result, no mitigation is required.

3.8 GREENHOUSE GAS EMISSIONS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.8.A.	Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			**X**	
3.8.B.	Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?			**X**	

3.8.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact related to greenhouse gas emissions if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,

- The potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

3.8.2 ENVIRONMENTAL ANALYSIS

A. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ● Less than Significant Impact.

The proposed project includes two alternative park project designs. Alternative A will create an *active* recreational park that will feature a wide range of recreational amenities including walking and running trails, a soccer/football field, a split large/small dog park, picnic and free play areas, a tot-lot play area, parking lots, covered storage area for athletic equipment, a trash enclosure, and a restroom, storage and snack bar building. Alternative B will create a more *passive* recreational park and will feature a wide range of recreational amenities including park gardens and meadows, picnic and free play areas, a split large/small dog park, a tot-lot play area, benches and trails for walking and running, a restroom and storage building, parking lots and a trash enclosure. Either alternative will represent a substantial improvement to the existing park which presently contains barren earth, gravel areas, and unmaintained vegetation in the northern portion of the park, including trees.[57]

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface

[57] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

would be about 61°F cooler.[58] However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels.

The SCAQMD has established a single quantified threshold of 10,000 metric tons of CO2E (MTCO2E) per year for new development.[59] Table 3-4 summarizes annual greenhouse gas (CO_2E) emissions from build-out of the proposed project. Carbon dioxide equivalent, or CO_2E, is a term that is used for describing different greenhouses gases in a common and collective unit. As indicated in Table 3-4, the CO_2E total for the project is 3,141.30 pounds per day or 1.42 $MTCO_2E$ per day. This translates into an annual emission of 518 $MTCO_2E$, which is below the aforementioned threshold. As indicated in the table, the great majority of the GHG emissions will be generated from mobile sources. The project's operational GHG emissions were calculated using the CalEEMod version 2016.3.2. The type of activities that may be undertaken once the project is operational have been predicted and accounted for in the model for the selected land use type.

Table 3-4
Greenhouse Gas Emissions Inventory

Source	GHG Emissions (Lbs/Day)			
	CO_2	CH_4	N_2O	CO_2E
Long-term Area Emissions	--	--	--	--
Long-term Energy Emissions	--	--	--	--
Long-term Mobile Emissions	3,137.48	0.15	--	3,141.30
Total Long-term Emissions	**3,137.49**	**0.15**	**--**	**3,141.30**

Source: CalEEMod V.2016.3.2.

It is important to note that the project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).[60] Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant and no mitigation is required.

[58] California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

[59] SCAQMD. *Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group Meeting #15.* https://planning.lacity.org/eir/8150Sunset/References/4.E.%20Greenhouse%20Gas%20Emissions/GHG.39_SCAQMD%20GHG%20Meeting%2015.pdf.

[60] California Strategic Growth Council. http://www.sgc.ca.gov/Initiatives/infill-development.html. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council's member agencies. Site accessed on April 20, 2018.

B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? ● Less than Significant Impact.

The City's General Plan includes a Conservation Element that has an air quality focus. In this Element, the following policies related to air quality are identified:

- *Policy 2.1:* Continue to research alternatives and pollution control measures that influence air quality, including trip reductions, carpooling, and local transit services.

- *Policy 2.2:* Encourage urban infill and land uses and densities that result in reduced trips and reduced trip lengths, and that support non-motorized modes of travel.

- *Policy 2.3:* Initiate capital improvement programs that allow for bus turnouts, traffic synchronization, and intersection channelization.

- *Policy 2.4:* Continue to participate and support cooperative programs between cities which will reduce trips and vehicle miles traveled.

The project is an infill development that is consistent with Policies 2.1 and 2.2. In addition, the City has also adopted a Climate Action Plan (CAP), which provides a list of specific General Plan policies and goals that will reduce GHG emissions. The purposed of the CAP is to reduce emissions attributable to La Habra to levels at or below 1990 GHG emissions by year 2020 consistent with the target reductions of AB 32; and, to reduce emissions attributable to La Habra to levels 30% below 2010 GHG emissions by year 2035. The following measures were obtained from the City's CAP. The project's conformity with the following measures is described below in Table 3-5.

Table 3-5
Project's Conformity to the City of La Habra Climate Action Plan

City of La Habra CAP Reduction Measures	General Plan Policy Implementation	Project's Conformity
R2-T1: Land Use Based Trips and VMT Reduction Policies	LU 2.4, LU 3.1, LU 3.2, LU 3.3, LU 3.4, LU 5.4, LU 6.5, LU 7.5, LU 7.6, LU 12.1, LU 13.1, LU 16.3, AT 1.3, AT 1.4, AT 1.8, AT 1.9, AT 1.12, AT 1.13, AT 2.1, AT 2.4, AT 2.6, AT 2.9, AT 2.10, AT 3.1, AT 3.2, AT 3.6, TDM 1.1 – TDM 1.4, TDM 2.1, TDM 2.2, AQ 2.1, AQ 2.2, AQ 4.1	The project conforms to this policy because the project is an infill development that will improve an existing but underutilized park.
R3-A1: Expand City Tree Planting	BR 1.8, BR 1.9, BR 1.13	The project conforms to this policy. A total of 158 existing trees will remain while 7 of the existing trees will be removed. In addition, a total of 244 trees will be planted for a total of 402 existing and proposed trees.

Source: La Habra Climate Action Plan.

The proposed project would not be in conflict with adopted initiatives designed to control GHG emissions in the coming years. The project will also involve the redevelopment of an underutilized property and this "infill development" is seen as an important strategy in reducing regional GHG emissions. As a result, the proposed project's impacts are less than significant.

3.8.3 CUMULATIVE IMPACTS

The proposed project's GHG emissions were found to be below the GHG thresholds of significance. Infill development is crucial to reducing statewide GHG emissions since infill development facilitates a reduction in overall VMT. Mandatory mitigation and project design features such as the inclusion of solar panels, bicycle and electric vehicle parking spaces, energy and water efficient appliances and fixtures, and drought tolerant landscaping will further reduce GHG emissions generated by the proposed project. As a result, no significant cumulative impacts will result from the proposed project's implementation.

3.8.4 MITIGATION MEASURES

The analysis of impacts indicated that no significant impacts would result from the proposed project's implementation. As a result, no mitigation measures are required.

3.9 HAZARDS & HAZARDOUS MATERIALS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.9.A.	Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				**X**
3.9.B.	Would the project create a significant hazard to the public or the environment or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		**X**		
3.9.C.	Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?				**X**
3.9.D.	Would the project be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code §65962.5, and as a result, would it create a significant hazard to the public or the environment?				**X**
3.9.E.	For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				**X**
3.9.F.	Would the project impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan?				**X**
3.9.G.	Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?				**X**

3.9.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact related to hazards and hazardous materials if it results in any of the following:

- The creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- The creation of 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;
- The generation of hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- Locating the project on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section §65962.5 resulting in a significant hazard to the public or the environment;

- Locating the project within an area governed by an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport that would result in a safety hazard or excessive noise for people residing or working in the project area;

- The impairment of the implementation of, or physical interference with, an adopted emergency response plan or emergency evacuation plan; or,

- The exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wild land fire.

3.9.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ● No Impact.*

The proposed project includes two alternative project designs for the enhancement of Vista Grande Park. Alternative A will create an *active* recreational park and will feature a wide range of recreational amenities including walking and running trails, a soccer/football field, a split large/small dog park, picnic and free play areas, a tot-lot play area, parking lots, covered storage area for athletic equipment, a trash enclosure, and a restroom, storage and snack bar building. Optional park features for Alternative A include exercise stations, volleyball courts, basketball half-courts and an amphitheater. Alternative B will create a *passive* recreational park and will feature a wide range of recreational amenities including park gardens and meadows, picnic and free play areas, a split large/small dog park, a tot-lot play area, benches and trails for walking and running, a restroom and storage building, parking lots and a trash enclosure.

The proposed improvements will represent a substantial improvement to the existing park which presently contains barren earth, gravel areas, and unmaintained vegetation in the northern portion of the park, including trees.[61] The proposed project will retain the open space character of the existing park and all of the site improvements will be confined to the existing Vista Grande Park. Furthermore, the proposed project will not involve the routine transport, use, or disposal of hazardous materials and no impacts will occur. As a result, no impacts are anticipated.

B. *Would the project create a significant hazard to the public or the environment, or result in reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ● Less than Significant Impact with Mitigation.*

The proposed improvements will represent a substantial improvement to the existing park which presently contains barren earth, gravel areas, and unmaintained vegetation in the northern portion of

[61] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

the park, including trees.[62] The proposed project will retain the open space character of the existing park. All of the site improvements will be confined to the existing Vista Grande Park. The existing Vista Grande Park is underlain by the closed La Habra Disposal Station #11. The county operated the landfill from 1949 to 1958 and the closed landfill occupies approximately 19.13 acres.

The landfill materials (refuse) consisted mostly of household waste and debris, with variable soil· content. The waste materials included decomposed organics, wood, metal, plastic, paper, rubber, glass, brick, concrete and asphalt. The soil content was highly variable, ranging from 10% to 50% (visual estimate), and consisted mostly of silt and clay. In cone penetration tests, the landfill materials can be distinguished from the soils by their sharp variation of both cone resistance and friction ratio. The weaker parts of the landfill have cone resistance and friction ratios typical of stiff to very stiff clays. The sharp peaks in cone resistance typically indicate debris such as concrete, asphalt, or wood. The location and extent of the landfill and the existing monitoring equipment are shown in Exhibit 3-6. No liquid or hazardous wastes are known to have been disposed at the landfill.[63] Key milestones related the landfill and its closure are outlined below:

- In 1992, a water Solid Waste Assessment Test (SWAT) was completed and a report was submitted to the Regional Water Quality Control Board (RWQCB).

- In 2000, the site was included in the Closed Landfill Environmental Assessment and Response (CLEAR) project.

- Fieldwork was completed in fall 2000 and a site assessment report was completed and submitted to the Local Enforcement Agency (LEA). The LEA subsequently issued a Notice and Order (N&O) to the City regarding landfill gas migration (LFG).

- In 2001, the City retained a consultant to investigate LFG migration to comply with the N&O.

- In 2002, the LEA issued follow-up letter to City regarding compliance with the 2000 N&O requiring submittal of work plan for the LFG system.

- In 2003, the LEA approved the City's LFG system proposal and work plan. The LEA contacted the City requesting start date of LFG system installation. The RWQCB approved a reduction in the groundwater monitoring from quarterly to annually.

- In 2004, the City issued contract for the construction of the LFG system. The installation of the LFG system was completed in 2005.

[62] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

[63] County of Orange. OC Waste and Recycling. http://egov.ocgov.com.

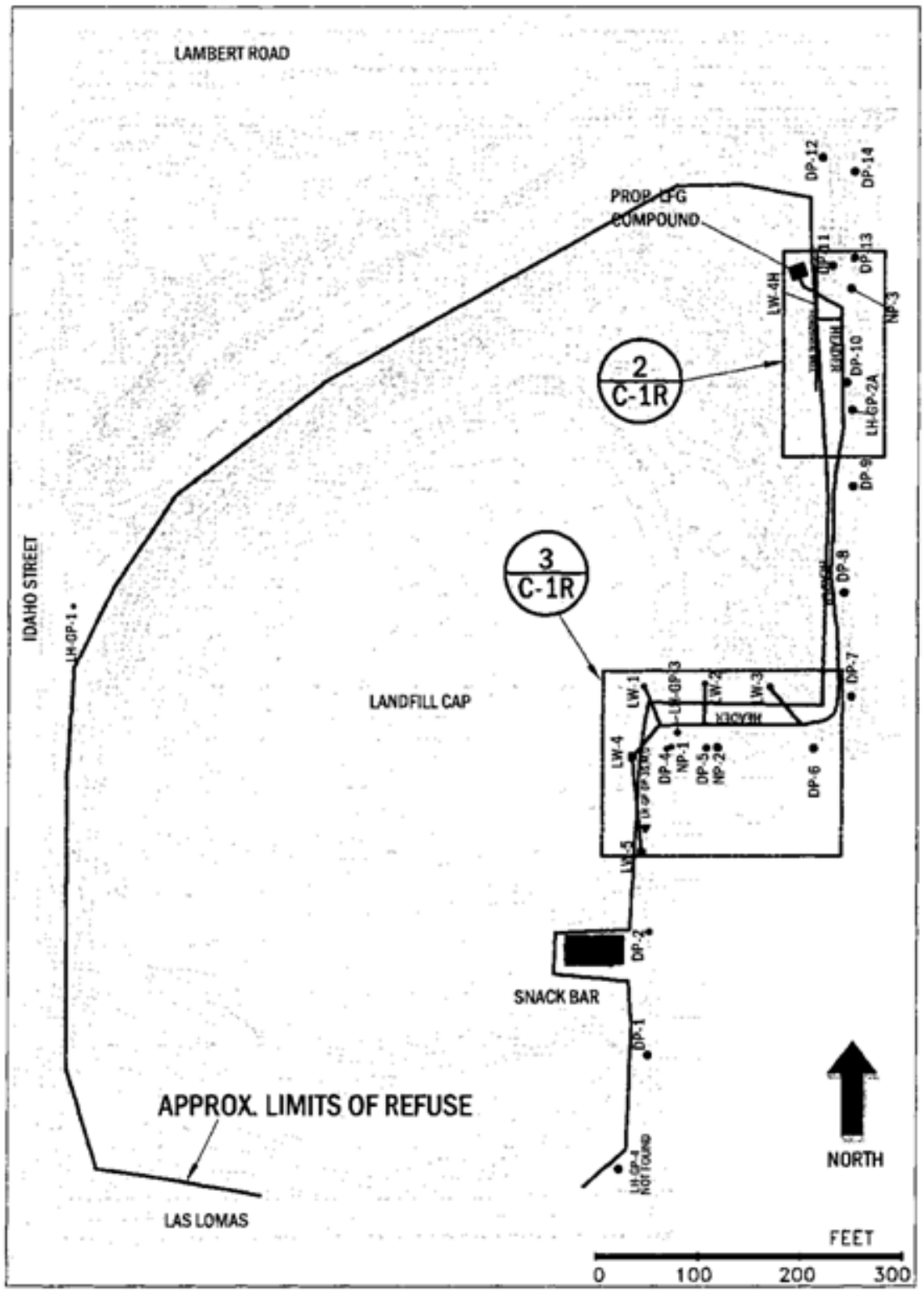

EXHIBIT 3-6
LANDFILL LOCATION
Source: GC Environmental, Inc.

- In 2007, the LEA lifted the N&O for LFG migration. The City submitted a Long Term Monitoring and Operational Plan (LTMOP) to the LEA. The City placed 10,000 cubic yards of soil on-site for the final cover and re-grading. The RWQCB requested testing of the imported soil.

- In 2008, the LEA approved City's LTMOP. In 2008, the City designed and installed modifications to LFG system. The City transported additional soil on-site to place over the soil brought in during December 2007.

- In 2009, the LEA's periodic reports identified an area of concern related to drainage and erosion control, which were subsequently corrected by the City.

- During 2009 and 2010, the LEA's on-site inspections reported levels of methane gas in three probes exceeded the regulatory limits. Based on this, a Notice of Violation (NOV) was issued to the City.[64]

The City is currently responsible for overseeing the monitoring of methane emissions associated with the former La Habra Disposal Station #11 which underlies the majority of the existing park. Methane is a direct result of the decomposition of organic materials that were disposed of in the landfill. Methane is an odorless combustible gas that may become explosive if concentrations are great enough in enclosed, unventilated spaces. The methane migrates in the subsurface soils into the surface layers of the soil, ultimately being released into the air. On February 10, 2017 CalRecycle, the Local Enforcement Agency (LEA), conducted as site visit to monitored onsite probes to determine the extent of any methane gas concentrations monitored probe LH-GP-DP-3 for landfill gas. Methane was detected at concentrations of 13.8% in probe LH-GP-3S (shallow probe) and 5.2% in LH-GP-DP-3D (deep probe), which exceeded regulatory limits. For exceeding the regulatory limit for methane concentration in perimeter monitoring probes, the LEA issued a Violation. The last noted exceedence was in July 2017 but was corrected by October 2017. The last inspection completed on April 4, 2019 noted no detection of methane in compliance probe LH-GP-DP-3 shallow and middle probes. The deep probe measured two percent which is in compliance with 27 CCR, Section 20921. As a means to ensure that ongoing remediation and monitoring activities are not compromised as part of future improvements, the following mitigation measures are required:

- Engineering and design plans for the proposed improvements and all construction activities must be first approved by the LEA to ensure that ongoing remediation and monitoring activities will not be affected by the proposed project.

- The existing methane monitoring wells must be maintained during and following construction activities. All new building construction (storage sheds, restrooms, etc.) must be designed with proper ventilation to prevent an accumulation of methane gas.

The aforementioned mitigation will reduce the level of potential impact to levels that are less than significant.

[64] County of Orange. OC Waste and Recycling. http://egov.ocgov.com.

C. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ● No Impact.

As previously mentioned, the proposed park use will not emit any hazardous materials. The potential impact from the closed landfill that underlies the project area is outlined in Section 3.8.2.A. The park use will not result in any significant adverse impact.

D. Would the project be located on a site, which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and, as a result, would it create a significant hazard to the public or the environment? ● No Impact.

The *Cortese List*, also referred to as the Hazardous Waste and Substances Sites List or the California Superfund List, is a planning document used by the State and other local agencies to comply with CEQA requirements that require the provision of information regarding the location of hazardous materials release sites. California Government Code section 65962.5 requires the California Environmental Protection Agency to develop and update the Cortese List on annually basis. The list is maintained as part of the California Department of Toxic Substances Control (DTSC) Brownfields and Environmental Restoration Program referred to as EnviroStor.

A search was conducted through the DTSC Envirostor website to identify whether the project site is listed in the database as a Cortese site. The project site is not identified as a Cortese site.[65] The only Cortese site located within the City of La Habra is La Habra Norge Village Cleaners, located at 650 North Harbor Boulevard, which is located 1.68 miles northeast of the project site. Therefore, no impacts will occur.

E. For a project within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area? ● No Impact.

The project site is not located within two miles of an operational public airport. Fullerton Airport, a general aviation airport, is located approximately 3.69 miles to the southwest. The nearest major airport is located in Long Beach, located approximately 13.17 miles to the southwest. Los Angeles International Airport (LAX) is located approximately 26.72 miles to the northwest.[66] As a result, the proposed park improvement project will not present a safety hazard for people residing or working in the project area and no impacts are anticipated.

F. Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? ● No Impact.

Lambert Road is the nearest designated emergency evacuation route to the project site. Idaho Street may also serve as a local evacuation route. At no time will either of these roadways or any other

[65] CalEPA. *DTSC's Hazardous Waste and Substances Site List - Site Cleanup (Cortese List)*. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm.

[66] Google. *Google Maps*. Website accessed on June 6, 2019.

adjacent streets be closed to vehicular traffic. In addition, the proposed park improvement project will not affect access to the adjacent parcels located to the east and south since no access to these neighboring parcels from the project site is currently provided. Thus, no impacts on emergency response or evacuation plans will result from the project's construction.

G. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? ● No Impact.

The Vista Grande Park is located within a residential neighborhood and the surrounding properties are developed in multiple-family residential land uses.[67] There are areas located along the park's western and northern perimeter that contain unmaintained vegetation that may be subject to an increased risk for fire. The improvement of the park as envisioned under the conceptual plan will involve the replacement of some of this vegetation. In any event, there is no wildfire risk from off-site locations and no impacts will occur..

3.9.3 CUMULATIVE IMPACTS

The potential impact related to hazardous materials is site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any significant unmitigable impacts related to hazards and/or hazardous materials. As a result, no cumulative impacts related to hazards or hazardous materials will result from the proposed project's implementation.

3.9.4 MITIGATION MEASURES

The environmental analysis determined that there may be a potential for hazardous materials to be encountered during the construction phases of development. As a result the following mitigation measures are required.

Mitigation Measure No. 8 (Hazardous Materials). Engineering and design plans for the proposed improvements and all construction activities must be first approved by the LEA to ensure that ongoing remediation and monitoring activities will not be affected by the proposed project.

Mitigation Measure No. 9 (Hazardous Materials). The existing methane monitoring wells must be maintained during and following construction activities. All new building construction (storage sheds, restrooms, etc.) must be designed with proper ventilation to prevent an accumulation of methane gas.

The aforementioned mitigation measures will reduce the potential hazardous materials impacts to levels that are less than significant.

[67] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

3.10 HYDROLOGY & WATER QUALITY

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.10.A.	Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	
3.10.B.	Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				**X**
3.10.C.	Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows?			**X**	
3.10.D.	Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				**X**
3.10.E.	Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				**X**

3.10.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on water resources or water quality if it results in any of the following:

- A violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;
- A substantial decrease of groundwater supplies or interference with groundwater recharge such that the project may impede sustainable groundwater management of the basin;
- A substantial alteration of the existing drainage pattern of the site or area through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner that would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or

planned storm water drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows;

- Flood hazard, tsunami, or seiche zones risk release of pollutants due to project inundation; or,

- Conflicts with or obstruction of implementation of a water quality control plan or sustainable groundwater management plan.

3.10.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? ● Less than Significant Impact.

The proposed project involves improvements to the existing Vista Grande Park. At present, approximately three acres of the park are improved and the remaining 14.5 acres are undeveloped. The majority of the existing park area is underutilized and presently contains barren earth, gravel areas, and unmaintained vegetation in the northern portion of the park, including trees.[68] In addition to the existing park, the northwestern portion of the southeastern corner of Lambert Road and Idaho Street is occupied by a preschool center, a scout hut, and a City-owned well (the Idaho Street Well). These existing facilities will not change. Finally, the existing Coyote Creek channel will not be altered as part of the proposed project's implementation. The proposed project site is located among residential uses and has previously been heavily modified and graded to accommodate the former landfill (La Habra Disposal Station #11). The proposed project site is underlain by the closed and capped La Habra Disposal Station #11.

Upon project completion, the proposed project will introduce a minimal amount of impermeable surfaces and the majority of the project site will be covered-over in pervious surfaces (grass and landscaping). The only paved areas will include the parking lot on the southern portion of the project site and the basketball half-courts. No significant structural improvements are proposed other than the small restroom, storage, and snack bar building that will replace the existing small building in the southeastern portion of the project site. The proposed improvements will involve additional land area with turf and landscaping.[69] Given the nature and extent of the existing site coverage and the placement of permanent vegetative cover, there will not be a significant increase in the quantity of stormwater runoff. As part of the permitting process, the paving contractors will be required to adhere to all pertinent Clean Water Act regulations.

Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the contractors will be required to demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID)

[68] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

[69] Ibid.

Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer. In addition, the contractors will be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. As a result, less than significant impacts are anticipated.

B. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge in such a way that the project may impede sustainable groundwater management of the basin? ● No Impact.*

The La Habra groundwater basin underlies the City of La Habra and this basin consists of an upper zone of alluvial materials from the Puente Hills and a lower zone of folded conglomerates of marine origin. Groundwater resources in the area consist of interlayered bedrock and aquifers that are common throughout the greater Los Angeles area. Water supply in the City is derived from local groundwater wells, the California Domestic Water Service, and imported water from the Metropolitan Water District (MWD). No significant excavation extending into the aquifer layers (groundwater) will occur as part of the proposed park improvements. In addition, the park is underlain by the closed landfill and, as a result, no existing aquifers will be affected by the proposed improvements. The proposed park improvement project will not adversely impact any groundwater basins and/or aquifers since no significant excavation is proposed. The park improvement project will not affect the existing City-owned well (the Idaho Street Well) located just north of the park. As a result, no impacts are anticipated.

C. *Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would result in substantial erosion or siltation on- or off-site, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, or impede or redirect flood flows? ● Less than Significant Impact.*

The proposed project site is located on the southeastern corner of Lambert Road and Idaho Street. In addition to the existing park, the northwestern portion of the southeastern corner of Lambert Road and Idaho Street is occupied by a preschool center, a scout hut, and a City-owned well (the Idaho Street Well). These existing facilities will not change. Finally, the existing Coyote Creek channel will not be altered as part of the proposed project's implementation.

A geotechnical study was prepared for the proposed park improvement by GC Environmental in July 2016. Groundwater was detected at depths of between 46 and 47 feet below the ground surface in two of the borings (these depths correspond to elevations of 231 feet and 225 feet above mean sea level [AMSL], respectively). Due to the cohesive nature of soils underlying the landfill, these groundwater levels may not be the stable over the long-term. A historic groundwater contour map included in a 2001 Environmental site assessment report by TRC, based on long-term measurements in four monitoring wells, indicated groundwater surface ranging from 226 feet near Coyote Creek to 244 feet in

southeastern parts of the site.[70] The proposed park improvements will not affect the existing water well or the Coyote Creek that extends along the park's northern side. As a result, no significant adverse impacts are anticipated.

As indicated previously, the project will slightly increase the amount of impervious surfaces on-site. The increase in the amount of impervious surfaces may lead to a slight increase in the quantity of stormwater runoff. Additionally, the future impervious surfaces that will be constructed as part of the site's development could lead to the presence of debris, leaves, soils, oil/grease, and other pollutants within the parking areas. These pollutants may enter the storm drain system during periods of rainfall. For this reason, the project Applicant will be required to install various stormwater controls identified in the mandatory WQMP. These BMPs will either promote the percolation of excess runoff into the ground, or will facilitate the control discharge of excess runoff into the local storm drains.

Upon project completion, the proposed project will introduce a minimal amount of impermeable surfaces and the majority of the project site will be covered-over in pervious surfaces (grass and landscaping). The only paved areas will include the parking lot on the southern portion of the project site and the basketball half-courts. No significant structural improvements are proposed other than the small restroom, storage, and snack bar building that will replace the existing small building in the southeastern portion of the project site. The proposed improvements will involve additional land area with turf and landscaping.[71] Given the nature and extent of the existing site coverage and the placement of permanent vegetative cover, there will not be a significant increase in the quantity of stormwater runoff. Thus, the project's implementation will not substantially increase the rate or amount of surface runoff; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; or provide additional sources of polluted runoff. As a result, the potential impacts are considered to be less than significant.

D. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? ● No Impact.

According to the Federal Emergency Management Agency (FEMA) map provided in Exhibit 3-7, the project site is not located within a designated 500-year flood hazard area, as defined by FEMA.[72] According to the map, the proposed project site is located in Zone X (refer to Exhibit 3-7).[73] Zones designated as X are not considered zones with a significant flood risk.

According to the United States Geological Survey (USGS) Earthquake Hazards Program, seiches are standing waves set up on rivers, reservoirs, ponds, and lakes when seismic waves from an earthquake pass through the area.[74] A seiche in the Coyote Creek is not likely to happen due to the current level of

[70] GC Environmental. *Geotechnical Report, Redevelopment of Vista Grande Park, La Habra, California.* July 19, 2016.

[71] Ibid.

[72] Federal Emergency Management Agency. *Flood Zones.* http://www.fema.gov/flood-zones.

[73] Federal Emergency Management Agency. FEMA Flood Map Service Center. https://msc.fema.gov/portal/search?AddressQuery=999%20east%20lambert%20road%20la%20habra#searchresultsanchor. Website acessed January 9, 2019.

[74] United States Geological Survey Earthquake Hazards Program. *Seismic Seiches.* https://earthquake.usgs.gov/learn/topics/seiche.php.

channelization and the low frequency in which a significant stream forms on these waterways. Furthermore, the proposed project site is not located in an area that is subject to inundation from a tsunami because the project site is located 25 miles inland from the Pacific Ocean.[75] As a result, no impacts are expected.

E. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ● No Impact.

As previously mentioned, the contractors would be required to prepare a Water Quality Management Plan (WQMP) utilizing Best Management Practices (BMPs) to control or reduce the discharge of pollutants to the maximum extent practicable. Prior to issuance of any grading permit for the project that would result in soil disturbance of one or more acres of land, the contractors will be required to demonstrate that coverage has been obtained under California's General Permit for Storm Water Discharges Associated with Construction Activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board, and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number or other proof of filing shall be provided to the Chief Building Official and the City Engineer.

In addition, the City will be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP will be submitted to the Chief Building Official and City Engineer prior to the issuance of a grading permit. Compliance with the above-mentioned regulations ensures that the proposed project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. As a result, no impacts will occur.

3.10.3 CUMULATIVE IMPACTS

The potential impacts related to hydrology and storm water runoff are typically site specific. The proposed project will not result in any additional amount of storm water runoff. As a result, no cumulative impacts are anticipated.

3.10.4 MITIGATION MEASURES

The analysis of potential impacts related to hydrology and water quality indicated that the proposed project would not result in any adverse impacts. As a result, no mitigation measures are required.

[75] Google Earth. Website accessed June 16, 2019.

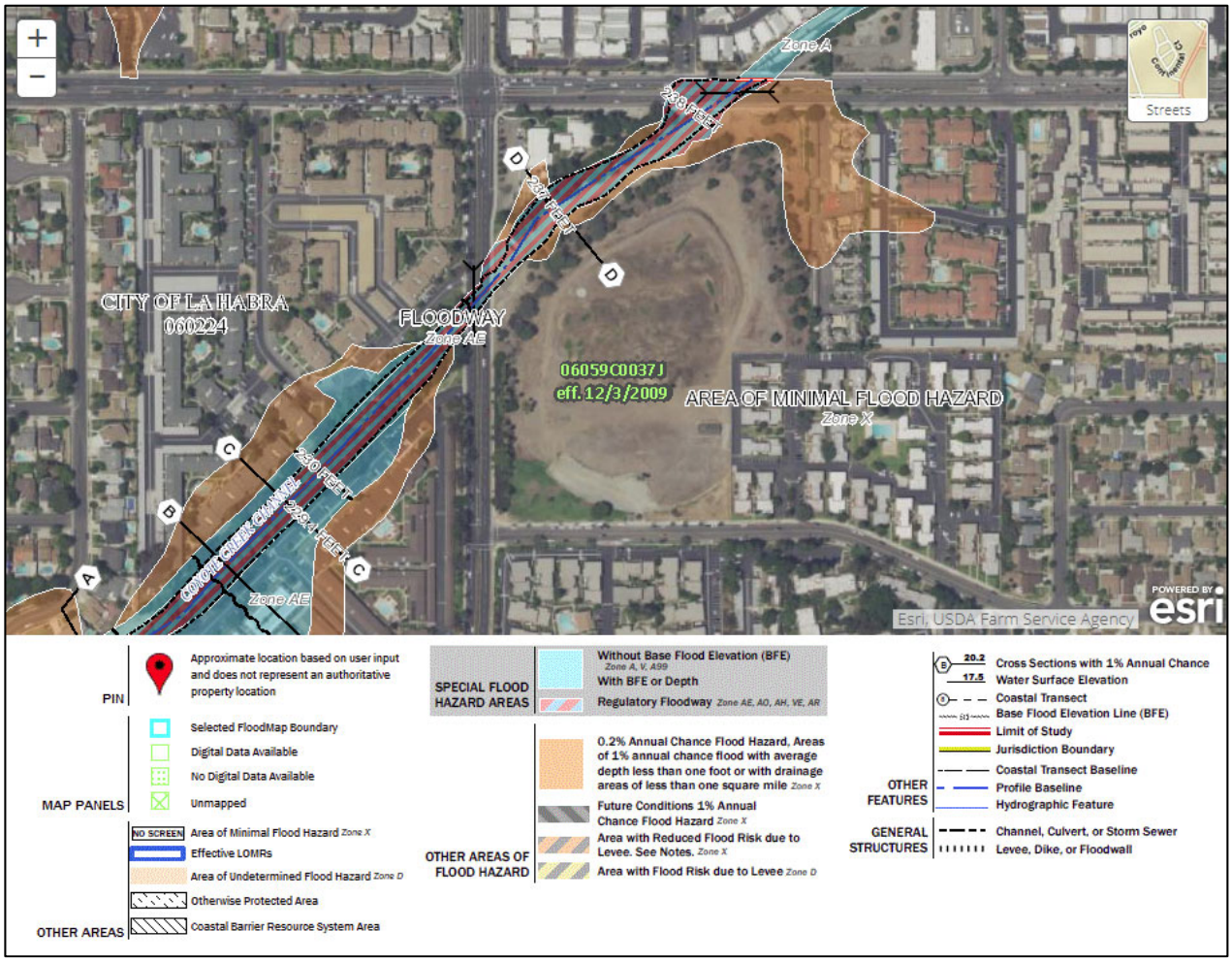

EXHIBIT 3-7
FLOODING HAZARD MAP

Source: Federal Emergency Management Agency

3.11 LAND USE & PLANNING

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.11A	Would the project physically divide an established community?				**X**
3.11.B	Would the project cause a significant environmental impact die to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				**X**

3.11.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on land use and planning if it results in any of the following:

- The physical division and disruption of an established community;
- Causing a significant environmental impact due to a conflict with any land use plan, policy; or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

3.11.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project physically divide an established community? ● No Impact.

The project area that is considered in this Initial Study includes all of the land area owned by the City within the boundaries of the existing Vista Grande Park. The northwestern portion of the southeastern corner of Lambert Road and Idaho Street is occupied by a preschool center, a scout hut, and a City-owned water well.[76] These existing facilities will not change as part of the proposed project's implementation. In addition, the existing Coyote Creek channel will not be altered as part of the proposed project's implementation. Furthermore, the existing residential properties in the vicinity will not be physically impacted by the proposed park improvements.[77] The location and extent of existing land uses are illustrated in Exhibit 3-8. As a result, no impacts will result from the proposed project's implementation.

[76] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

[77] Troller Mayer Associates, Inc. *Alternative 'A' – Active Recreation Preliminary Plan, Vista Grande Park*. May 23, 2019.

B. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? ● No Impact.

The Zoning and General Plan designations applicable to the site and surrounding area, shown in Exhibits 3-9 and 3-10, respectively, generally reflect the land uses and development in the area. The proposed project is consistent with the City General Plan and Zoning designations. The proposed project site has a General Plan land use designation of *Parks, Flood Channels* and is designated as an *OS Open Space* zone.[78] No general plan amendment (GPA) or zone change will be required to accommodate the proposed improvements and the site's current zoning and general plan designations will remain unchanged. The project site is not subject to a Habitat Conservation Plan or a Local Coastal Program (LCP). As a result, no impacts are anticipated.

3.11.3 CUMULATIVE IMPACTS

None of the related projects are located adjacent to the site or in the immediate area. The proposed project involves a number of improvements to the existing Vista Grande Park. As a result, no significant adverse cumulative land use impacts will occur.

3.11.4 MITIGATION MEASURES

The analysis of land use and development impacts indicated that no significant adverse impacts on land use and planning impacts would result from the approval and subsequent implementation of the proposed project. As a result, no mitigation measures are required.

[78] City of La Habra. General Plan and Zoning Maps. www.lahabracity.com/images/Site08/Community Development/General Plan Map

EXHIBIT 3-8
LAND USES & DEVELOPMENT
Source: Blodgett Baylosis Environmental Planning

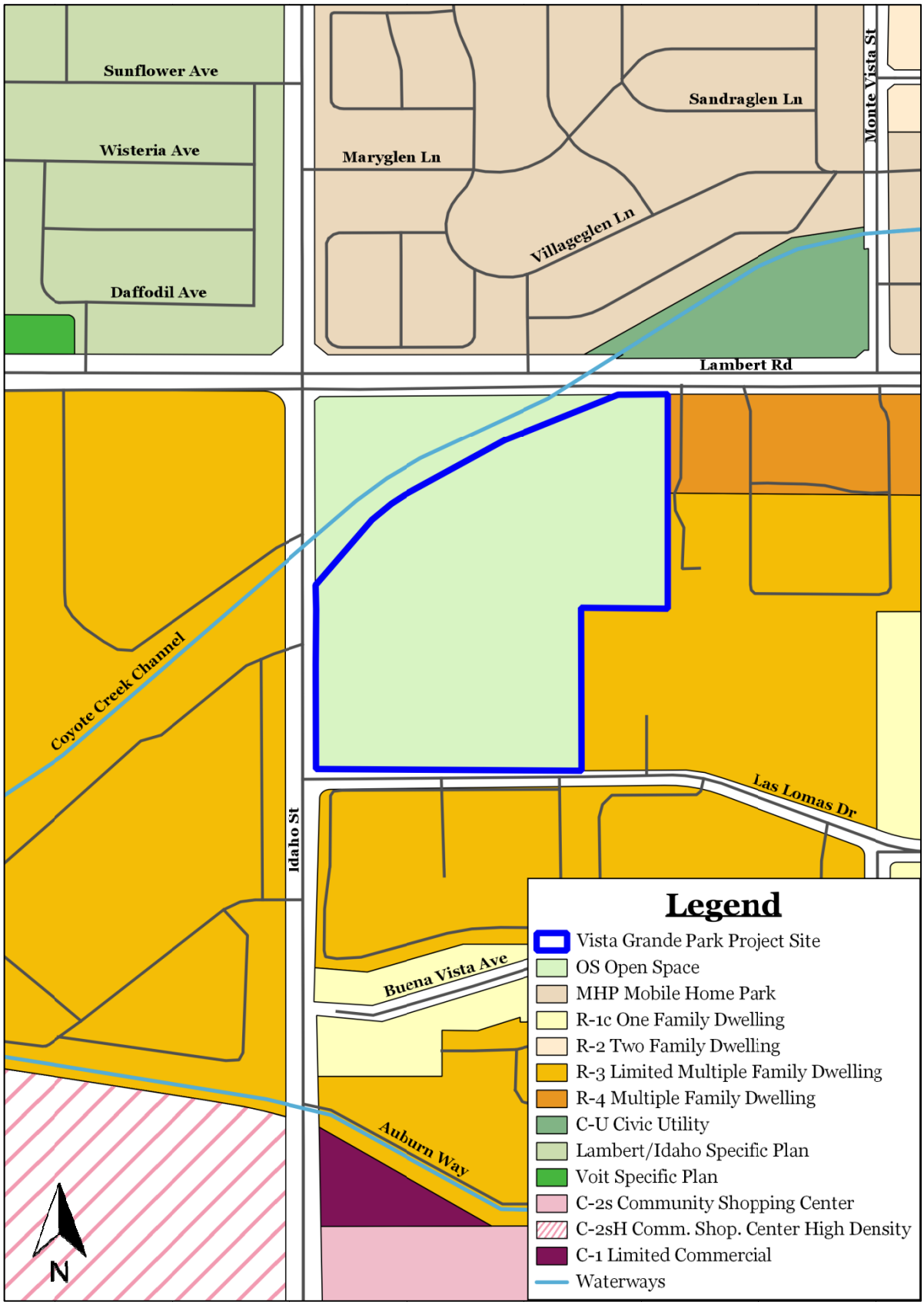

EXHIBIT 3-9
ZONING MAP
Source: City of La Habra and QGIS

EXHIBIT 3-10
GENERAL PLAN MAP
Source: City of La Habra and QGIS

3.12 MINERAL RESOURCES

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.12.A	Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				**X**
3.12.B	Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				**X**

3.12.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on mineral resources if it results in any of the following:

- The loss of availability of a known mineral resource that would be of value to the region and the residents of the State; or,

- The loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

3.12.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

There are no oil wells located in, or immediately adjacent to, the proposed project site.[79] Furthermore, the project site is not located within a Significant Mineral Aggregate Resource Area nor is it located in an area with active mineral extraction activities. As a result, no impacts on existing mineral resources will result from the proposed project's implementation.

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

There are no mineral, oil, or energy extraction and/or generation activities located within the project site or in the adjacent parcels. The site is currently occupied by the existing Vista Grande Park. Review of maps provided by the State Department of Conservation indicated that there are no oil wells located within the project site boundaries or in the vicinity. Thus, the proposed project will not result in any impacts on mineral resources in the region.

[79] State of California Department of Conservation. *Regional Wildcat Map*. October 1991.

3.12.3 CUMULATIVE IMPACTS

The potential impacts on mineral resources are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any impacts on mineral resources and no cumulative impacts will occur.

3.12.4 MITIGATION MEASURES

The analysis determined that the proposed park improvement project would not result in any significant adverse impacts. Therefore, no mitigation is required.

3.13 NOISE

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.13.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?		**X**		
3.13.B.	Would the project result in generation of excessive ground-borne vibration or ground borne noise levels?			**X**	

3.13.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact related to noise if it results in any of the following:

- The 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; or,

- The generation of excessive vibration or ground-borne noise levels.

3.13.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? ● Less than Significant Impact with Mitigation.*

Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. The eardrum may rupture at 140 dB. In general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. In other words, increases in ambient noise levels of 3.0 dB or less are not generally perceptible to persons with average hearing abilities. Noise levels that are associated with common, everyday activities are illustrated in Exhibit 3-11. The current noise environment within the area surrounding the project site is dominated by traffic noise emanating from Lambert Road and Idaho Street.[80]

[80] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

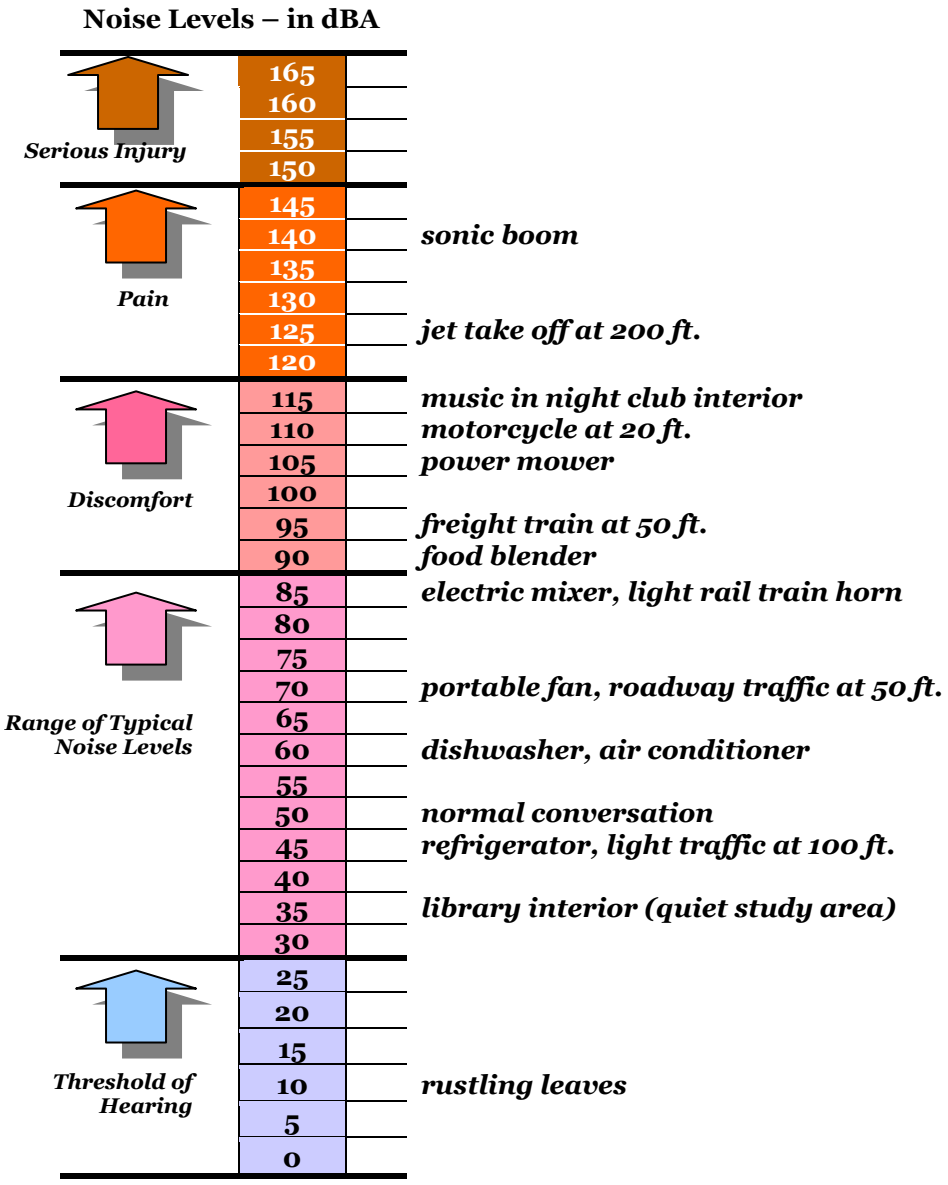

EXHIBIT 3-11
TYPICAL NOISE SOURCES & LOUDNESS SCALE

Source: Blodgett Baylosis Environmental Planning

To characterize ambient noise levels, a field study was conducted within the project site. Noise monitoring was conducted using a Sper Scientific digital sound level meter Model 840029. Noise monitoring included a series of measurements in the south gravel-covered parking area (refer to Exhibit 3-12). The resulting noise measurements indicated the outdoor ambient noise level during the daytime is less than 53.8 dBA. The park is located within an area subject to noise levels consistent with an urbanized setting. Vehicle noise from Lambert Road represented the dominant noise sources affecting the area. The location and extent of noise sensitive uses in the vicinity of the park and the results of the noise measurement survey are noted in Exhibit 3-12.

Construction noise will occur as the proposed park improvements are being installed. The construction activities related to site preparation and building construction may lead to relatively high noise levels during the construction period. Although construction noise represents a short-term impact on ambient noise levels, noise generated by construction equipment and construction activities can reach high levels (between 70 dBA and 90 dBA) 50 feet from the noise source. Noise levels associated with various types of construction equipment are summarized in Exhibit 3-13. The noise levels shown in the exhibit are those that would be expected at a distance of 50 feet from the noise source.

Composite construction noise is best characterized by Bolt, Beranek, and Newman.[81] In this study, the noisiest phases of construction are anticipated to be 89 dBA as measured at a distance of 50 feet from the construction activity (refer to Exhibit 3-13). As a worst-case scenario the 89 dBA value was used as an average noise level for the construction activities. Based on spreading losses, noise levels could exceed 80 dBA at the property line.

The project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The pieces and number of equipment that will be utilized was taken from the CalEEMod worksheets prepared for this project. The distance used between the construction activity and the nearest sensitive receptors varied depending on the individual equipment. The model assumes a recommended 5.0 dBA reduction based on the presence of the concrete walls along the site's eastern property line. As indicated by the model, the average ambient noise levels during the project's construction are estimated to be 84 dBA at the nearest sensitive receptor. As a result, the following mitigation measure is required to mitigate potential construction noise impacts:

- All construction activities within the park must conform to the City's noise control ordinance. Appropriate signage indicating the construction time restrictions related shall be post in the parking areas and at the park entrance.

- The contractors shall ensure that the contractors conduct grading and excavation activities between the hours of 7:00 AM and 5:00 PM Monday through Saturday, with no such grading and excavation activities permitted on Sundays or Federal holidays (this is a deviation from the City's noise control requirements).

[81] USEPA, Protective Noise Levels. 1971

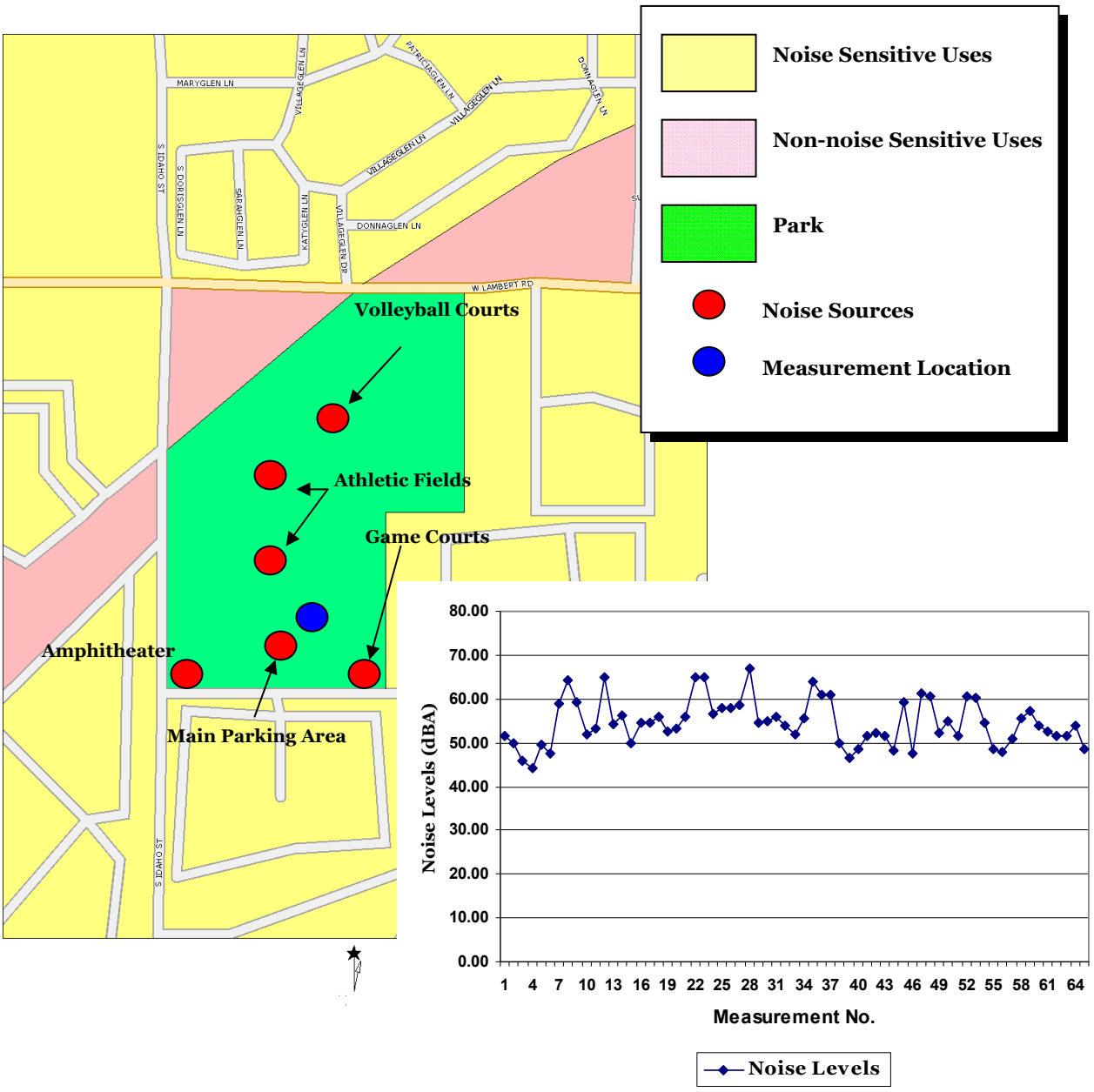

EXHIBIT 3-12
NOISE SENSITIVE USES & POTENTIAL NOISE SOURCES
Source: Blodgett Baylosis Environmental Planning

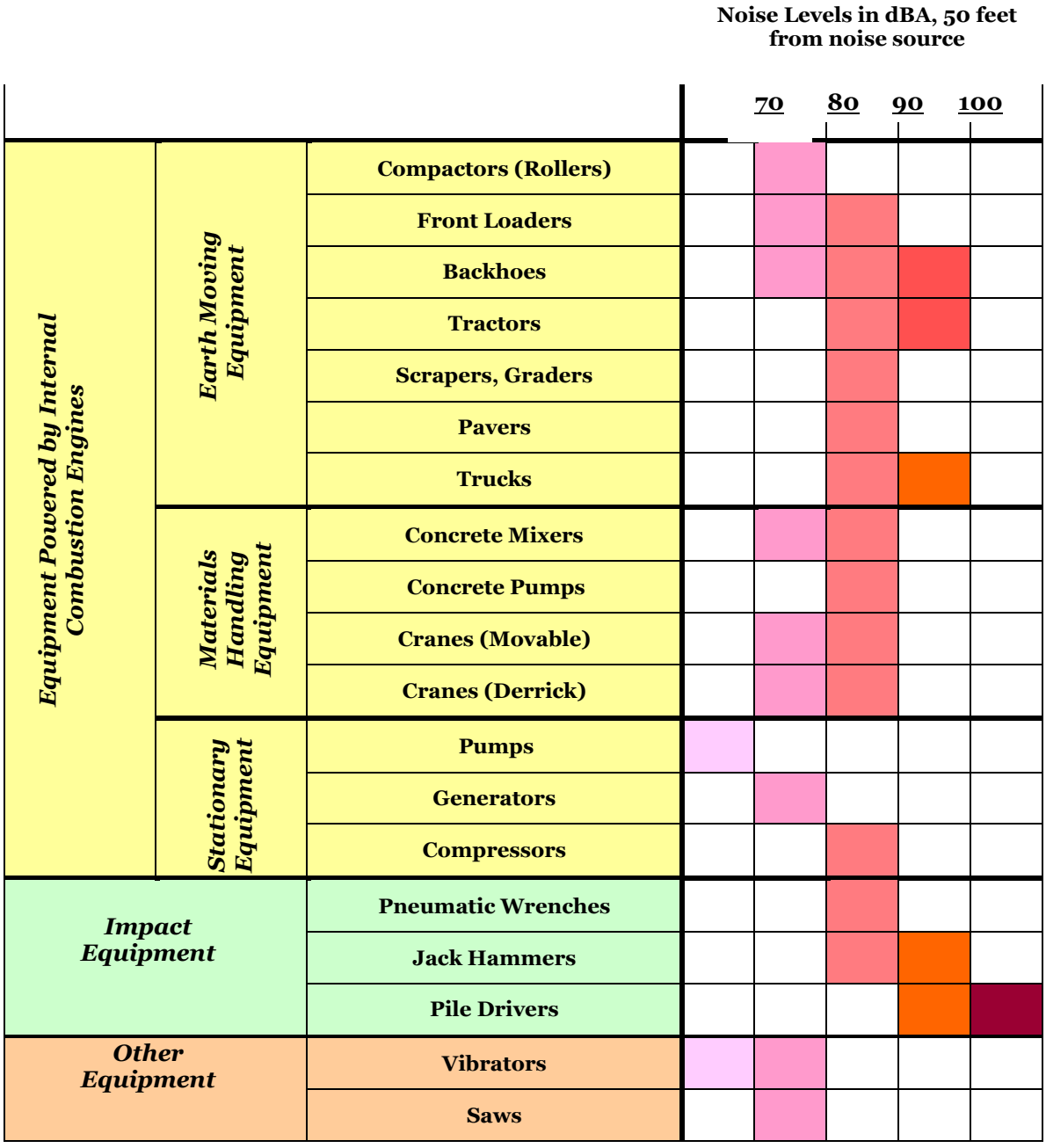

EXHIBIT 3-13
TYPICAL CONSTRUCTION NOISE LEVELS

Source: Blodgett Baylosis Environmental Planning

- The Contractors shall use construction equipment that includes working mufflers and other sound suppression equipment such as silencers and panels around the engine and vents as a means to reduce machinery noise. A City Engineer must check and sign off on all construction equipment prior to the start of construction.

The above mitigation measure calls for the use of sound suppressing equipment. For example, a typical excavator will produce noise levels of around 80.5 dBA at a distance of 50 feet. In the quietest configuration, with improved exhaust and intake muffling, fan disengaged, and three sound panels around the engine, the overall level was reduced to 71.5 dBA at a distance of 50 feet.[82] Furthermore, regular maintenance of construction equipment will ensure noise levels do not increase over time. Adherence to the mitigation outlined above will reduce potential impacts to levels that are less than significant.

The predominant potential noise sources associated with the proposed park's operation include the following:

- Five new surface parking areas will connect to an internal roadway and will include 97 parking spaces. The new parking areas will be located in areas that are presently covered over in dirt and gravel surfaces. Only the parking area on the southern portion of the project site will be covered over in concrete. Refer to Location A within Exhibit 2-7.

- Within the center of the existing park that is generally level and landscaped with turf, a new athletic field will be installed that will serve as both a soccer and football field. No permanent light fixtures or bleachers will be installed though portable, generator-powered lights may be utilized when necessary after sundown. Refer to Location B within Exhibit 2-7.

- A split large/small dog park will be constructed on the northeastern portion of the park. Both the large dog and small dog sides will have a dual level drinking fountain, benches, and a shade structure. Refer to Location H within Exhibit 2-7.

- Two new basketball half-courts (two 42-foot by 50-foot half-courts) and two 30-foot by 60-foot volleyball courts will be constructed within the northern portion of the park, north of the athletic field. No permanent light fixtures or bleachers will be installed. Refer to Location K within Exhibit 2-7 for the location of the basketball half-courts. Refer to Location L within Exhibit 2-7 for the location of the volleyball courts.

- A new amphitheater will be located in the southwest corner of the park, west of the new concrete parking area. No special improvements (permanent lighting, sound equipment, stages) will be provided other than the seating. However, portable, generator-powered lights may be utilized when necessary. Refer to Location J within Exhibit 2-7.

The aforementioned improvements will enhance the character of the existing park from its current passive use to a more active use.

[82] Laborers' Health and Safety Fund of North America. *Controlling Noise on Construction Sites*. https://www.lhsfna.org/LHSFNA/assets/File/bpguide%202014.pdf.

Adherence to the City's Noise Control Ordinance will reduce the potential for an adverse impact on the park is operational. In addition, the potential traffic will not be great enough to result in a perceptible increase in traffic noise. In general, it would require a doubling of traffic on a local street to result in an increase in the ambient noise levels of 3.0 dBA. The projected traffic volumes are well under the range that would represent a doubling of traffic on the local streets that serve the park. For the proposed optional amphitheater, no special improvements (permanent lighting, sound equipment, stages) will be provided other than the seating. However, portable sound amplifying equipment may be used from time to time. Section 12.28.100 of the City's Municipal Code also states the following in regard to sound amplifying equipment:[83]

- No person shall use any electric amplifying equipment or other sound amplifying equipment in any park unless a permit has been issued.

- No sound amplifying system shall be used in any park for any purpose unless the permit, in addition to authorizing sound amplifying equipment, authorizes the exclusive use of the facility for the group for which the permit is obtained and in no event shall such amplifying equipment be used in such a manner as to create a loud or raucous noise.

Due to the presence of sensitive receptors located in the vicinity of the Vista Grande Park, the following mitigation measures are required once the park is operational:

- All activities within the park must conform to the City's noise control ordinance. Appropriate signage indicating the time restrictions related to the parks use shall be posted in the parking areas and at the park entrance.

- Standard City regulations concerning maintenance times shall be applicable to the Vista Grande Park once the improvements have been completed.

The aforementioned mitigation measures will further reduce the potential impacts.

B. Would the project result in the generation of excessive ground-borne vibration or ground-borne noise levels? ● Less than Significant Impact.

The construction of the proposed project will result in the generation of vibration and noise, though the vibrations and noise generated during the project's construction will not adversely impact the nearby residential sensitive receptors. The background vibration velocity level in residential is usually around 50 vibration velocity level (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximately dividing line between barely perceptible and distinctly perceptible levels for many people. Sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors causes most perceptible indoor vibration. Construction activities may result in varying degrees of ground vibration, depending on the types of equipment, the characteristics of the soil, and the age and construction of

[83] City of La Habra. *Municipal Code*. Title 12 Streets, Sidewalks and Public Places, Chapter 12.28 Parks, 12.28.100 Sound Amplifying Equipment.

nearby buildings. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance.

Buildings located in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects, low rumbling sounds, and discernible vibrations at moderate levels, and actual building damage at the highest levels. Ground vibrations associated with construction activities using modern construction methods and equipment rarely reach the levels that result in damage to nearby buildings though vibration related to construction activities may be discernible in areas located near the construction site. A possible exception is in older buildings where special care must be taken to avoid damage.

Table 3-6 summarizes the levels of vibration and the usual effect on people and buildings. The U.S. Department of Transportation (U.S. DOT) has guidelines for vibration levels from construction related to their activities, and recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The U.S. DOT also states that vibration levels above 0.015 inches per second (in/sec) are sometimes perceptible to people, and the level at which vibration becomes an irritation to people is 0.64 inches per second.

Table 3-6
Common Effects of Construction Vibration

Peak Particle Velocity (in/sec)	Effects on Humans	Effects on Buildings
<0.005	Imperceptible	No effect on buildings
0.005 to 0.015	Barely perceptible	No effect on buildings
0.02 to 0.05	Level at which continuous vibrations begin to annoy occupants of nearby buildings	No effect on buildings
0.1 to 0.5	Vibrations considered unacceptable for persons exposed to continuous or long-term vibration.	Minimal potential for damage to weak or sensitive structures
0.5 to 1.0	Vibrations considered bothersome by most people, however tolerable if short-term in length	Threshold at which there is a risk of architectural damage to buildings with plastered ceilings and walls. Some risk to ancient monuments and ruins.
>3.0	Vibration is unpleasant	Potential for architectural damage and possible minor structural damage

Source: U.S. Department of Transportation

Typical levels from vibration generally do not have the potential for any structural damage. Some construction activities, such as pile driving and blasting, can produce vibration levels that may have the potential to damage some vibration sensitive structures if performed within 50 to 100 feet of the structure. The reason that normal construction vibration does not result in structural damage has to do with several issues, including the frequency vibration and magnitude of construction related vibration.

Unlike earthquakes, which produce vibration at very low frequencies and have a high potential for structural damage, most construction vibration is in the mid- to upper-frequency range, and therefore has a lower potential for structural damage.

Various types of construction equipment have been measured under a wide variety of construction activities with an average of source levels reported in terms of velocity levels as shown in Table 3-7. Although the table gives one level for each piece of equipment, it should be noted that there is a considerable variation in reported ground vibration levels from construction activities. The data in Table 3-7 does provide a reasonable estimate for a wide range of soil conditions. Based on Transit Noise and Vibration Impact Assessment (FTA, May 2006), a vibration level of 102 VdB (velocity in decibels 0.5 inches per second [inches/sec]) or higher (FTA, May 2006) is considered safe and would not result in any construction vibration damage. No pile driving equipment will be used during the project's construction.

Table 3-7
Vibration Source Levels for Construction Equipment

Construction Equipment		PPV @25 ft. (inches/sec)	Vibration Levels (VdB) @ 25 ft.
Pile Driver (impact)	Upper range	1.58	112
	Typical	0.644	104
Pile Drive (Sonic)	Upper range	0.734	105
	Typical	0.170	93
Clam Shovel Drop (Excavator)		0.202	94
Large Bulldozer		0.089	87
Caisson Drilling		0.089	87
Loaded Trucks		0.076	86
Small Bulldozer		0.035	79

Source: Noise and Vibration During Construction

The U.S. Department of Transportation (U.S. DOT) recommends that the maximum peak-particle-velocity levels remain below 0.05 inches per second at the nearest structures. Vibration levels above 0.5 inches per second have the potential to cause architectural damage to normal dwellings. The underlying soils will be removed and re-compacted, which will require the use of excavators. Since the vibration will not exceed 0.05 inches per second, the potential vibration impacts from construction equipment will be less than significant.

3.13.3 CUMULATIVE IMPACTS

The proposed project involves the infill development within a property that is currently developed. As a result, no significant adverse cumulative noise impacts will occur.

3.13.4 MITIGATION MEASURES

The following mitigation measure is required to mitigate potential construction noise impacts:

Mitigation Measure No. 10 (Noise). All construction activities within the park must conform to the City's noise control ordinance. Appropriate signage indicating the construction time restrictions related shall be post in the parking areas and at the park entrance.

Mitigation Measure No. 11 (Noise). The contractors shall ensure that the contractors conduct grading and excavation activities between the hours of 7:00 AM and 5:00 PM Monday through Saturday, with no such grading and excavation activities permitted on Sundays or Federal holidays (this is a deviation from the City's noise control requirements).

Mitigation Measure No. 12 (Noise). The Contractors shall use construction equipment that includes working mufflers and other sound suppression equipment such as silencers and panels around the engine and vents as a means to reduce machinery noise. A City Engineer must check and sign off on all construction equipment prior to the start of construction.

Mitigation Measure No. 13 (Noise). All activities within the park must conform to the City's noise control ordinance. Appropriate signage indicating the time restrictions related to the parks use shall be posted in the parking areas and at the park entrance.

Mitigation Measure No. 14 (Noise). Standard City regulations concerning maintenance times shall be applicable to the Vista Grande Park once the improvements have been completed.

The aforementioned measures will reduce the potential noise impacts to levels that are less than significant.

3.14 POPULATION & HOUSING

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.14.A	Would the project induce substantial unplanned population growth in an area, either directly or indirectly?				**X**
3.14.B	Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				**X**

3.14.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- A substantial growth in the unplanned population within an area, either directly (for example by proposing new homes or businesses) or indirectly (for example, through extension of new homes or infrastructure) related to a project; or,

- The displacement of a substantial number of existing people or housing units, necessitating the construction of replacement housing.

3.14.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

Growth-inducing impacts are generally associated with the provision of urban services to an undeveloped or rural area. Growth-inducing impacts are described below:

- *New development in an area presently undeveloped and economic factors which may influence development.* The park site is currently underutilized though it is located in an urban area.

- *Extension of roadways and other transportation facilities.* The project will utilize the existing off-site roadways and sidewalks for access.

- *Extension of infrastructure and other improvements.* The project will utilize the existing infrastructure, though new utility lines will be installed. The installation of these new utility lines will not lead to subsequent development.

- *Major off-site public projects.* The project's increase in demand for utility services can be accommodated without the construction or expansion of new landfills, water treatment plants, or wastewater treatment plants.

- *The removal of housing requiring replacement housing elsewhere.* The site does not contain any housing units.

- *Additional population growth leading to increased demand for goods and services.* The proposed park improvement project will not result in any increase in population.

- *Short-term growth-inducing impacts related to the project's construction.* The project will result in temporary employment during the construction phase.

The proposed project site is the existing Vista Grande Park, which is located on the southeastern corner of Lambert Road and Idaho Street. In addition to the existing park, the northwestern portion of the southeastern corner of Lambert Road and Idaho Street is occupied by a preschool center, a scout hut, and a walking trail. These existing facilities will not change. The proposed improvements will not result in any increased growth in population, housing, or employment. As a result, no significant adverse impacts will occur.

B. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ● No Impact.

The proposed project involves a number of improvements to the existing Vista Grande Park. No residential units are located within the park.[84] No existing occupied housing units will be removed as part of the project's implementation. The site will be improved as a neighborhood park. As a result, no displacement impacts will occur with the proposed project's implementation.

3.14.3 CUMULATIVE IMPACTS

The proposed project involves the infill development within a property that is currently developed as a neighborhood park. The existing use will remain. As a result, no significant adverse cumulative population and housing impacts will occur.

3.14.4 MITIGATION MEASURES

The analysis of housing and population impacts indicated that no significant adverse impacts would result from the proposed project's construction and subsequent operation. As a result, no mitigation, with respect to housing and population, is required.

[84] Blodgett Baylosis Environmental Planning. *Site Survey.* The site survey was conducted on June 3, 2019.

3.15 PUBLIC SERVICES

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.15.A.	Would the project in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for: Fire protection services; Police protection; Schools; Parks; other Governmental facilities?		**X**		

3.15.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on public services if it results in any of the following:

- A substantial adverse physical impact associated with the provision of *new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:* fire protection services; police protection; schools; parks; other governmental facilities?

3.15.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. *Would the project in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for:* fire protection services; police protection; schools; parks; other governmental facilities? ● *Less Than Significant Impact with Mitigation.*

The proposed project will receive emergency services from the Los Angeles County Fire Department (LACFD) under contract with the City of La Habra. The City is served by the LACFD's Battalion 21 which also serves the cities of Whittier and Norwalk. The LACFD maintains and operates the existing four stations located in the City (Stations #191, #192, #193, and #194). Station #191 is located at 850 West La Habra Boulevard. The station has one paramedic engine and one ambulance. Station #192 is located at 520 South Harbor Boulevard, and has one paramedic engine. Station #193 is located at 1000 West Risner Way, and has one fire engine. Station #194 is located at 1401 S. Beach Boulevard. Station #191 will be the first response station.[85] The approximate response time to the project site would be well under the five-minute average for the City. The proposed project will not place significant

[85] County of Los Angeles Fire Department. *Hometown Fire Stations.* http://fire.lacounty.gov/HometownFireStations/HometownFireStations.asp.

demands on fire protection services over that which presently exists. In addition to the aforementioned local resources, the LACFD is able to draw on those resources from other LACFD stations and other jurisdictions where mutual aid agreements are in force. The proposed improvements will also be subject to review and approval by the Fire Department to ensure that safety and fire prevention measures are incorporated into the project. Compliance with fire code requirements will reduce potential impacts to levels that are less than significant.

The La Habra Police Department is the primary resource for law enforcement services in the City of La Habra. The Police Department headquarters is located in the Civic Center complex located at 150 N. Euclid Street. The police department also maintains mutual aid agreements to gain access to additional police resources during emergency or unusual circumstances. The police department has an authorized strength of 70 sworn peace officers which equates to a staffing ratio of 1.12 police officers to 1,000 residents. In general terms, the City of La Habra is a bedroom community wherein much of the working population commutes outside the City to and from their work place, hence the City's population is probably at its greatest during the evening and nighttime hours. The current staffing level is minimally adequate to maintain the level of police. Should the construction processes or the outcome of any proposed project require additional police services for traffic control or site security, for a sustained period of time, the department would probably need to obtain additional staffing resources through overtime staffing or seek additional personnel services. In addition to the mitigation indicated at the end of this section, the proposed project must comply with the following standard City conditions:

- Construction traffic must not interfere with the normal traffic flow on Las Lomas Drive, Lambert Road, or Idaho Street.

- Hours of construction must also be limited in order to not disturb resident peace as well as the nearby school.

- Dust levels must also be kept to an absolute minimum by use of water spray should the need arise.

- The property must remain clean at all times.

The proposed project will place an incremental demand on local law enforcement services. As a result, the following mitigation measure is required:

- The Contractor shall ensure that all exterior lighting (i.e., parking areas, building areas, and entries) shall employ illumination in a manner that meets the approval of the Chief Building Official.

With compliance to the aforementioned mitigation measure, the project's potential law enforcement impacts will be less than significant.

The proposed project site is located within the La Habra City School District (LHCSD), which serves kindergarten through eighth grades. The Fullerton Joint Union High School District provides

educational services for students in grades 9 through 12. The park site is also within the service boundaries of the North Orange County Community College District. The proposed park improvement project will not affect school enrollments.

The proposed project involves the construction and operation of a park that will offer many recreational activities including walkways and other active elements. Since the proposed project will involve the improvement of an existing recreational space, the proposed project will not adversely impact any existing park or other recreational facility. In addition, the mitigation measures provided within this environmental analysis will ensure that the proposed project does not have an adverse physical effect on the environment.

No other new public facilities will be needed since the proposed project will be a recreational park development that will not result in an increase in population and therefore will not create a need for increased public services.

3.15.3 CUMULATIVE IMPACTS

The environmental impacts from the construction and occupation of the proposed project will not result in significant cumulative impacts since the project will be in compliance with fire and police department regulations. As a result, the cumulative impacts in regards public services are considered to be less than significant.

3.15.4 MITIGATION MEASURES

The analysis of public service impacts indicated that no significant impacts are anticipated; however, to ensure the proposed project meets the City's Fire and Police department standards and conforms to AB 2926, the following mitigation is required:

> *Mitigation Measure No. 15 (Public Services).* The Contractor shall ensure that all exterior lighting (i.e., parking areas, building areas, and entries) shall employ illumination in a manner that meets the approval of the Chief Building Official.

3.16 RECREATION

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.16.A	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				**X**
3.16.B	Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				**X**

3.16.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant impact on housing and population if it results in any of the following:

- The use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or,

- The construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.

3.16.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

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

The City of La Habra Recreation Division is responsible for the management and maintenance of the City's 23 parks, including the Vista Grande Park. The Recreation Division also coordinates the joint use of City and elementary and middle school athletic fields with the various school districts in the City in conformance with the City's Sports Affiliate policy. The City's parks include the following:

- *Brio Park* (300 S. Euclid Street). This community park is a one acre park with a playground, stage, and restrooms.

- *Constitution Plaza* (1150 E. Whittier Boulevard). This community park is a 0.55 acre passive park with benches and flagpoles. No restrooms are provided at this park.

- *Corona Park* (701 W. Fifth Avenue). This community park is a 0.18 acre park with a playground and benches. No restrooms are provided at this park.

- *Descanso Park* (170 N. Fonda Street). This community park is a one acre park with a playground and picnic tables. No restrooms are provided at this park.

- *Esteli Park* (2251 E. Brookdale Avenue). This sports park includes an 11.3 acre football and baseball park, and restrooms.

- *Guadalupe Park* (381 S. Walnut Street). This community park is a 2.5 acre park with a playground, picnic tables, and benches. No restrooms are provided at this park.

- *El Centro-Lions Park* (320 W. Erna Avenue). This community park is a five acre park with picnic tables, basketball courts, picnic shelter, and restrooms.

- *La Bonita Park* (1440 W. Whittier Boulevard). This community park is a 22 acre with a girl's softball field, snack shack, playground, skate park, picnic tables, benches, and restrooms.

- *Las Lomas Park* (800 S. Euclid Street). This community park is a 2.5 acre park with a playground, picnic tables, and restrooms.

- *Leslie Park* (Imperial Highway and Leslie Street). This community park is a 0.35 acre natural open space area.

- *Loma Norte Park* (2051 E. Brookdale Avenue). This community park is a five acre park with a playground, picnic tables, and restrooms.

- *Loma Verde Park* (501 S. Walnut Street). This community park is a 1.6 acre park with a playground, basketball courts, picnic and tables. No restrooms are provided at this park.

- *Montwood Park* (231 W. Montwood Avenue). This community park is a 0.6 acre park with playground, fitness equipment, and picnic tables. No restrooms are provided at this park.

- *Oeste Park* (2300 W. Lambert Road). This community park is a 4.9 acre park with playgrounds, picnic tables, and restrooms.

- *Old Reservoir Park* (820 E. Brookdale Avenue). This community park is a 1.19 acre park with benches and a walkway. No restrooms are provided at this park.

- *Orsonio Park* (Hacienda Road). This sports park includes a five acre soccer park, no permanent restrooms, and one portable restroom.

- *Portola Park* (301 S. Euclid Street). This sports park includes a 10.6 acre park with baseball fields, stage, picnic tables, and restrooms.

- *Richard's Park* (701 Clifton Street). This park is a 0.2 acre landscaped open space passive area.

- *San Miguel de Allende Park* (981 N. Euclid Street). This community park is a 3.5 acre park with a playground, picnic tables, and benches. No restrooms are provided at this park.

- *Terraza Park* (450 S. Dexford Street). This community park is a 2.5 acre park with a playground and picnic tables. No restrooms are provided at this park.

- *Vista del Valle (Westridge) Park* (1005 W. Risner Way). This community park is a 9.7 acre park with a gazebo with display cases, paths, and benches. No restrooms are provided at this park.

- *Vista del Valle Park* (1600 S. Idaho Street). This community park is a 30 acre natural park with playgrounds, gazebo, picnic benches, benches, Japanese cherry tree plantings, and restrooms.

- *Vista Grande Park (*1100 W. Lambert Road). This park site is a 19.2 acre undeveloped park.

The proposed project includes two alternative project designs. Alternative A will create an *active* recreational park and will feature a wide range of recreational amenities including walking and running trails, a soccer/football field, a split large/small dog park, picnic and free play areas, a tot-lot play area, parking lots, covered storage area for athletic equipment, a trash enclosure, and a restroom, storage and snack bar building. Optional park features for Alternative A include exercise stations, volleyball courts, basketball half-courts and an amphitheater.

Alternative B will create a *passive* recreational park and will feature a wide range of recreational amenities including park gardens and meadows, picnic and free play areas, a split large/small dog park, a tot-lot play area, benches and trails for walking and running, a restroom and storage building, parking lots and a trash enclosure. Optional park features for Alternative B include an amphitheater, a volleyball court and a basketball half-court.

The proposed improvements will represent a substantial improvement to the existing park which presently contains barren earth, gravel areas, and unmaintained vegetation in the northern portion of the park, including trees.[86] The proposed project will retain the open space character of the existing park. All of the site improvements will be confined to the existing Vista Grande Park. The proposed improvements will enhance the City's recreation facilities and services for this neighborhood park. As a result, no significant adverse impacts are anticipated.

B. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ● No Impact.*

The proposed project involves a number of improvements to an existing underutilized park facility. The improvements to the existing Vista Grande Park will enable this facility to better serve the neighborhood in which it is located. As a result, no significant adverse impacts are anticipated.

[86] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

3.16.3 CUMULATIVE IMPACTS

The proposed project involves a number of improvements to the existing Vista Grande Park. The park use will continue as a neighborhood park. As a result, no cumulative impacts are anticipated.

3.16.4 MITIGATION MEASURES

The analysis of recreation impacts indicated that no significant adverse impacts would result from the proposed project's construction and subsequent operation. As a result, no mitigation with respect to recreation is required.

3.17 TRANSPORTATION

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.17.A	Would the project conflict with a plan, ordinance, or policy establishing measures addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths?			**X**	
3.17.B	Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?			**X**	
3.17.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)?				**X**
3.17.D	Would the project result in inadequate emergency access?				**X**

3.17.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project would normally have a significant adverse impact on traffic and circulation if it results in any of the following:

- A conflict with a plan, ordinance, or policy establishing measures for addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths;
- A conflict or inconsistency with CEQA Guidelines §15064.3 subdivision (b);
- A substantially increase in hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or,
- Inadequate emergency access.

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (LOS). Levels of service are defined as LOS A through F. These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience deteriorate rapidly as traffic approaches the absolute capacity. Under such conditions, congestion as well as delay is experienced. There is generally instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled LOS E. Beyond LOS E, capacity is exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will form and continue to expand in length until the demand volume reduces. The level of service definitions are summarized below in Table 3-8.

Table 3-8
Level of Service Definitions

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally, drivers have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to congestion. In the extreme case, both speed and volume can drop to zero.

LOS D is the minimum threshold at all key intersections in the urbanized areas. The traffic study guidelines require that traffic mitigation measures be identified to provide for operations at the minimum threshold levels.

3.17.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a conflict with a plan, ordinance, or policy establishing measures of effectiveness addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths? ● Less than Significant Impact.

Regional access to the project site is provided by the Santa Ana Freeway (I-5), the Orange Freeway (SR-57), the Pomona Freeway (SR-60), and the Artesia Freeway (SR-91). The I-5 Freeway is an interstate freeway that connects Orange County to the Los Angeles County freeway system. Access from the I-5 Freeway is provided by an interchange at Beach Boulevard, Euclid Street, and Harbor Boulevard, located approximately six miles south of the City. The SR-57 Freeway, located approximately five miles east of La Habra, provides access to the City with two full interchanges located at Imperial Highway and Lambert Road. The SR-60 Freeway is located several miles to the north of the City with connections provided by Harbor Boulevard (that transitions to Fullerton Road) and Hacienda Road in the City of La Habra Heights. The SR-91 Freeway is oriented in an east-to-west direction and is located approximately seven miles south of the site. This freeway also provides access to the site via a full interchanges at Beach Boulevard, Euclid Street, and Harbor Boulevard. Vehicular access to the park is provided by a single entry connection located on the north side of Las Lomas Drive.[87] Vehicles then travel to and from Las Lomas Drive to a signalized intersection at Idaho Street.[88]

[87] United State Geological Survey. *La Habra 7 ½ Minute Quadrangle*. Release Date March 25, 1999.

[88] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

The proposed project includes two alternative project designs. Alternative A will create an *active* recreational park and will feature a wide range of recreational amenities including walking and running trails, a soccer/football field, a split large/small dog park, picnic and free play areas, a tot-lot play area, parking lots, covered storage area for athletic equipment, a trash enclosure, and a restroom, storage and snack bar building. Optional park features for Alternative A include exercise stations, volleyball courts, basketball half-courts and an amphitheater.

Alternative B will create a *passive* recreational park and will feature a wide range of recreational amenities including park gardens and meadows, picnic and free play areas, a split large/small dog park, a tot-lot play area, benches and trails for walking and running, a restroom and storage building, parking lots and a trash enclosure. Optional park features for Alternative B include an amphitheater, a volleyball court and a basketball half-court.

The proposed improvements will represent a substantial improvement to the existing park which presently contains barren earth, gravel areas, and unmaintained vegetation in the northern portion of the park, including trees.[89] The proposed project will retain the open space character of the existing park. All of the site improvements will be confined to the existing Vista Grande Park.

In order to accurately assess future traffic conditions with the proposed project, trip generation estimates were developed for the project. Trip generation rates for the project are based on the nationally recognized recommendations contained in "Trip Generation" Manual, 10th edition, published by the Institute of Transportation Engineers (ITE). Table 3-9 shows a summary of trip generation estimates for the project. The estimated average daily trip generation rates assume that 33 vehicle trips will occur at the project site every day and that three vehicle trips will occur during the PM peak hour.

Table 3-9
Trip Generation Estimates

ITE Land Use/Project Scenario	ITE Code & Unit	Unit	Daily	PM Peak Hour Total
City Park (Trip Rates)	411	Acres	1.90	0.19
Total	**17.5**	**Acres**	**33**	**3**

Source: ITE Trip Generation Manual, 10th Edition

Therefore, the project is not expected to significantly impact traffic conditions on any of the surrounding roadways. As a result, impacts are expected to be less than significant. In order to provide a more conservative evaluation of traffic generated by the site, traffic generation factors from the San Diego Association of Governments (SANDAG) were applied to the proposed use for the daily and the morning and evening peak periods both for weekday and weekend conditions. The SANDAG factors (refer to Table 3-10) indicate that the park will generate approximately 436 vehicle trips per an average weekday. During the weekday morning period (AM peak hour), the proposed project will generate 18 vehicle trips while the evening peak hour (PM peak hour) traffic generation was estimated at 35 vehicle trips.

[89] Blodgett Baylosis Environmental Planning. *Site Survey*. The site survey was conducted on June 3, 2019.

Table 3-10
Project's Trip Generation (Trips/Day & AM/PM Peak Hour)

Land Use	Daily	Morning (AM) Peak Hour	Evening (PM) Peak Hour
Weekday Rates (trips/acre)[1.]	50 trips/acre	4% of total daily	8% of total daily
Traffic Generation	436 trips/day	18 trips	35 trips

1. Assumes approximately 50% or 8.75 acres will be active destination.
Source: San Diego Association of Government

The proposed improvements are designed to provide more passive recreational amenities for the local neighborhood residents. However, sports fields and game courts will be provided. Given the higher density developments located in the immediate area, the potential number of daily trips to the park will likely be significantly less than that shown in Table 3-10. Given the nature of the proposed use and the limited additional traffic generation, the potential impacts will be less than significant.

B. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)? ● Less than Significant Impact.

According to CEQA Guidelines *§15064.3 subdivision (b)(1),* vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease VMT in the project area compared to existing conditions should be considered to have a less than significant transportation impact.

The proposed project involves improvements to an existing park. It is important to note that the project is an "infill" development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in VMT since the project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC).[90] Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. Furthermore, the proposed project would have a beneficial impact on the City's circulation system by providing an additional method of transportation. The project, therefore, has the potential to reduce the existing traffic within the City and the surrounding areas.

CEQA Guidelines *§15064.3 subdivision (b)(2)* focuses on impacts that result from certain transportation projects. Subdivision (b)(2) clarifies that projects that reduce VMT, such as pedestrian, bicycle and transit projects, should be presumed to have a less than significant impact. The proposed

[90] California Strategic Growth Council. http://www.sgc.ca.gov/Initiatives/infill-development.html.

project involves improvements to an existing park and is not a transportation project; therefore, CEQA Guidelines *§15064.3 subdivision (b)(2)* does not apply to the proposed project. Furthermore, the project is an infill development, which is seen as an important strategy in combating the release of GHG emissions. As a result, the potential impacts are considered to be less than significant.

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

The Vista Grande Park improvements are conceptual in nature since the financial assistance being sought by the City will pay for subsequent planning, design, and construction.[91] At this point in the preliminary planning process, the circulation elements of the proposed Vista Grande Improvement Project will consist of the following:

- Five new surface parking areas will connect to an internal roadway and will include 97 parking spaces. The new parking areas will be located in areas that are presently covered over in dirt and gravel surfaces. Only the parking area on the southern portion of the project site will be covered over in concrete.

- The improved internal roadway will extend through the park generally following the route of the existing unimproved roadway.

- Direct vehicular access to Vista Grande Park is and will continue to be provided by the driveway connection that is located along Las Lomas Drive.

The design of these improvements will be refined in subsequent phases of planning and design. However, all of the proposed parking areas and internal roadways will be a significant improvement over than which presently exist. As a result, no significant adverse impacts will result.

D. Would the project result in inadequate emergency access? ● No Impact.

Direct vehicular access to Vista Grande Park is and will continue to be provided by the driveway connection that is located along Las Lomas Drive. The proposed project would not affect emergency access to any adjacent parcels. At no time will any local streets or parcels be closed to traffic. The construction plans must also identify specific provisions for the regulation of construction vehicle ingress and egress to the site during construction as a means to provide continued through-access for pedestrian and vehicles. As a result, the proposed project's implementation will not result in any impacts.

3.17.3 CUMULATIVE IMPACTS

The proposed project will result in the potential addition of 33 daily trips on local roadways. These trips will be distributed throughout the City and, as a result, no significant impacts on area roadways will result.

[91] Troller Mayer Associates, Inc. *Alternative 'A' – Active Recreation Preliminary Plan, Vista Grande Park*. May 23, 2019.

3.17.4 MITIGATION MEASURES

The analysis of traffic impacts indicated that no significant adverse impacts would result from the proposed park project. As a result, no mitigation with respect to traffic is required.

3.18 TRIBAL CULTURAL RESOURCES

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.18.A	Would the project cause a A substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource 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?			**X**	

3.18.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on tribal resources if it results in the following:

- Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource 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? ● Less than Significant Impact.

3.18.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is: listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource 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? ● Less than Significant Impact.

A Tribal Resource is defined in Public Resources Code Section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

The project site is located within the cultural area that was formerly occupied by the Gabrieleño-Kizh. The project site is located within an urbanized area of the City that has been disturbed due to past development and there is a limited likelihood that artifacts will be encountered. The majority of the project site is underlain by the closed and capped La Habra Disposal Station #11. As previously mentioned, the entire landfill surface is capped with soil fill. The thickness of the soil fill in the explorations conducted by GPI ranged from 3 feet to 23 feet. The minimum soil fill thickness of 3 feet was at the south central parts of the project site. The maximum soil fill thickness of 23 feet was along the western edge of the project site. The fill thickness was 17 feet at center of the project site. The

surrounding project area is fully developed and has undergone disturbance. For this reason, the likelihood of discovering near surface tribal cultural resources is considered remote.

Project construction will involve excavation for the foundation and footings for the one-story restroom, storage, and snack bar building (three to four feet) and will not extend beyond the depth of the soil fill. Ground disturbance will also involve grading and earth-clearing activities for the installation of the grass and landscaping and other on-site improvements. In addition, the project area is not located within an area that is typically associated with habitation sites, foraging areas, ceremonial sites, or burials. Nevertheless, mitigation was provided in Section 3.5.2.B herein. With the implementation of this mitigation measure, tribal cultural impacts will be reduced to levels that are considered to be less than significant.

3.18.3 CUMULATIVE IMPACTS

The potential impacts related to tribal cultural resources are typically site specific. Furthermore, the analysis also determined that the implementation of the proposed project would not result in any impacts on tribal cultural resources. As a result, no cumulative impacts will occur as part of the implementation of the proposed project.

3.18.4 MITIGATION MEASURES

The analysis of tribal resources indicated that no significant impacts would result from the proposed project's implementation. Nevertheless, mitigation was provided in Section 3.5.2.B herein.

3.19 UTILITIES & SERVICE SYSTEMS

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.19.A.	Would the project require the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts?		**X**		
3.19.B.	Would the project have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years?			**X**	
3.19.C.	Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			**X**	
3.19.D.	Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure?			**X**	
3.19.E.	Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?				**X**

3.19.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project would normally have a significant adverse impact on utilities if it results in any of the following:

- The project would require the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts;

- The project would not have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years;

- The project result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments;

- The project would generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure; or,

- The project would not comply with Federal, State, and local management and reduction statutes and regulations related to solid waste.

3.19.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities or relocation of which could cause significant environmental impacts? ● Less than Significant Impact with Mitigation.

The proposed project involves improvements to an existing park. Due to the nature of the proposed project, natural gas and telecommunication facilities will not be required to be relocated or constructed. In addition, as noted in the next subsection (3.19.2.B), the proposed project is projected to consume approximately 18,477 gallons of water on a daily basis. The existing water supply facilities can accommodate this additional demand.

Wastewater treatment for the project site and the City of La Habra is provided by the Orange County Sanitation District (OCSD) that operates two treatment plants. Plant No. 1 is located in the City of Fountain Valley and Plant No. 2 is located within the City of Huntington Beach. Treated effluent is discharged into the Pacific Ocean though a 120-inch outfall line that extends four miles out in the ocean. The OCSD currently serves 2.3 million residents within the northern and central portions of the County. The OCSD is currently initiating a series of improvements that would increase the peak wet weather treatment capacity to 340 million gallons per day (mgd). Plant No. 1 has an existing remaining treatment capacity of 80 mgd while Plant No. 2 has an existing remaining treatment capacity of 62 mgd.

The on-site wastewater generation will primarily be a result of the restroom usage. As previously indicated, the proposed project will generate 436 vehicle trips per day. Therefore, for purposes of this analysis, we can assume four persons per vehicle. This figure is conservative and would more than compensate for persons walking to the park. As indicated in Table 3-11, the future development is projected to generate 1,744 gallons of effluent on a daily basis which is well under the capacity of the aforementioned wastewater treatment plants. In addition, the effluent generation assumed water conserving plumbing fixtures.

Table 3-11
Wastewater (Effluent) Generation (gals/day)

Use	Unit	Factor	Generation
Park restroom	466 persons	5 gals/person/day	1,744 gals/day
Total Generation			1,744 gals/day

Source: Blodgett Baylosis Environmental Planning.

In addition, the following mitigation measures have been incorporated into the project as a mean to reduce effluent generation and water consumption:

- The contractors shall install ultra-low flow water fixtures to reduce the volume of sewage to the system as required by the Public Works Director.

- The contractors shall review the California Department of Water Resources recommendations for water conservation and shall implement those measures considered feasible. A report indicating what is feasible shall be submitted to the Director of Public Works, Chief Building Official, and Director of Community Development for review and approval prior to the completion of final engineering plans.

The project's impacts will be less than significant with adherence to the aforementioned mitigation measures.

B. *Would the project have sufficient water supplies available to serve the project and the reasonably foreseeable future development during normal, dry, and multiple dry years? ● Less than Significant Impact.*

The California Domestic Water Company (CDWC) currently delivers approximately 60% of the City's water supply. The maximum available water to La Habra is 7,200 acre-feet per year (AFY). Implementation of an upsizing project that is part of CDWC's ongoing Capital Improvement Program is likely to increase CDWC supply from 32,000 to 48,000 AFY. This CIP project will increase the availability of additional water supply to La Habra, Brea, and the Southwest Suburban Water Company. The City of La Habra currently owns 2,229.25 shares of CDWC stock and typically leases additional water rights on an annual basis. However, with the additional supply, the annual entitlement is expected to increase proportionately.[92] According to the City's General Plan EIR, the City of La Habra has a supply of 9,673 acre-feet of water per year.[93] Assuming Citywide compliance with the 20% conservation savings, the City will have an adequate amount of water to supply the proposed project through the year 2035.[94]

Using an annual irrigation formula (light irrigation), approximately 16,733 gallons of water will be used for irrigation per day.[95]

Light Irrigation
Annual irrigation factor = 6.81 (low water requirement)
Area = 762,300 square feet (17.5 acres)
Irrigation System Efficiency = 85% (high efficiency)

$$6.81 \left(\frac{\text{gallons}}{square\ feet-year}\right) \times 762{,}300 \text{ square feet} \div 0.85$$

$$= 6{,}107{,}368 \text{ gallons/year}$$

Total Daily Water Consumption = 16,733 gallons/day

[92] City of La Habra. *City of La Habra General Plan Update. Technical Background Report. Chapter 4, Community Services. Section 3.1.* March 2012.

[93] City of La Habra. *General Plan Update FEIR, Section 5.14 Utilities and Service Systems.* January 2016.

[94] Ibid.

[95] United States Department of Energy. *Guidelines for Estimating Unmetered Landscaping Water Use.* July 2010.

Adding the amount of water that will be used for restrooms (1,744 gallons per day), the daily projected water consumption will be approximately 18,477 gallons per day. The existing water supply facilities can accommodate this additional demand. The water lines that will be installed with the project will connect with an existing water main located on Lambert Road. As stated above, the City of La Habra has an adequate supply of water to serve the proposed project assuming the entire City complies with the 20% reduction in water consumption. Therefore, the project will have sufficient water supplies available to serve the project and less than significant impacts are anticipated to occur.

C. *Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ● Less than Significant Impact.*

The City's existing sewer collection system is comprised of a network of gravity sewers. This gravity system consists of approximately 125 miles (662,485 linear feet) of pipe and 2,680 manholes and cleanouts. There are approximately 13,505 lateral connections to the existing system. The general direction of flow is from north to south and east to west. The majority of the local sewers connect into the Orange County Sanitation District (OCSD) trunk system in Imperial Highway and Beach Boulevard. The sewage is then conveyed out of the City to the southwest.[96] The majority of the system was constructed in the 1950's and 1960's as the City experienced a rapid increase in housing development. Approximately 43% of the sewers were constructed from 1950 to 1959, and 27% were constructed from 1960 to 1969.

The City of La Habra service area is located at the northern end of OCSD's Revenue District 3. The OCSD sewer system collects wastewater through an extensive system of gravity flow sewers, pump stations, and pressurized sewers (i.e., force mains). The sewer system consists of a series of trunk lines ranging in size from 12 to 96 inches in diameter and collectively measures over 500 miles in length. Additionally, there are 39 sewer interconnections and 87 diversions to maximize conveyance of flows through the system. Twenty pump stations are used to pump sewage from lower lying areas to the treatment plants. The majority of the sewage generated in the City of La Habra is conveyed to one of two OCSD trunk sewers: the Imperial Relief Interceptor in Imperial Highway or the Miller Holder Trunk Sewer.

Reclamation Plant No. 2 located in the City of Huntington Beach serves the City and provides a mix of advanced primary and secondary treatment. The plant receives raw wastewater through five major sewers. Approximately 33% of the effluent receives secondary treatment through an activated sludge system, and all of the effluent is discharged into the ocean disposal system. The current capacity for Reclamation Plant No. 2 is 168 million gallons per day (mgd) of primary treated wastewater and 90 mgd of secondary treated wastewater. The current average flow is 151 mgd; thus, remaining capacity at this plant is approximately 24 mgd. Expansion plans by OCSD are ongoing and designed to address

[96] One small portion of the City located west of Beach Boulevard and south of Imperial Highway, is tributary to the City of La Mirada and the Los Angeles County Sanitation District (LACSD). Another small area (i.e., approximately five homes) located at the City's western boundary along Valley Home Avenue in Los Angeles County is tributary to La Habra's sewer collection system.

the incremental increase in sewage generation as a result of a new development. The secondary treatment capacity at this plant is currently being increased by 60 mgd for a future total capacity of 150 mgd.[97]

The project will connect with an existing sewer line located within La Habra Boulevard. All water line sizes and connections are subject to review by the City. As previously mentioned, the proposed project will consume approximately 18,477 gallons of water per day. The proposed project is anticipated to produce 1,744 gallons of effluent (wastewater) daily. As indicated earlier, there is sufficient capacity at the aforementioned wastewater treatment plants. As a result, less than significant impacts will occur.

D. Would the project generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure? ● Less than Significant Impact.

The City of La Habra contracts waste removal services with CR&R Incorporated. Solid waste generated by the project will be transferred to the Olinda Alpha Landfill near Brea or to the Puente Hills Transfer Station/Materials Recovery Facility (MRF).[98] The Olinda Landfill has a maximum permitted daily refuse of 8,000 tons and is expected to be closed by the year 2030.[99] An estimated 7,200 to 7,300 tons of solid waste is disposed at the Olinda landfill on a daily basis.[100] The remaining daily capacity is approximately 700 tons (1,400,000 pounds). The Puente Hills Transfer Station/MRF is able to accept 4,440 tons per day of solid waste. As indicated in Table 3-12, the future daily solid waste generation is projected to be 2,287 pounds per day. The proposed project will contribute a limited amount to the waste stream.

Table 3-12
Solid Waste Generation (lbs/day)

Use	Unit	Factor	Generation
Open Space	762,300 square feet	3 lbs/day/1,000 sq. ft.	2,287 lbs/day
Total Generation			2,287 lbs/day

Source: City of Los Angeles CEQA Thresholds Guide, 2006.

The landfill and MRF will have sufficient capacity to handle solid waste generated by the proposed project. The proposed project, like all other development in La Habra, will be required to adhere to City and County ordinances with respect to waste reduction and recycling. As a result, the impacts on solid waste generation will be less than significant.

[97] City of La Habra. *City of La Habra General Plan Update. Technical Background Report. Chapter 4, Community Services. Section 3.2.* March 2012.

[98] Phone correspondence with a representative from CR&R. Phone Call dated November 20, 2017.

[99] Orange County. *County of Orange Waste and Recycling, Olinda Fact sheet.* http://oclandfills.com/civicax/filebank/blobdload.aspx?blobid=30447.

[100] Ibid.

E. Would the project comply with Federal, State, and local management and reduction statutes and regulations related to solid waste? ● No Impact.

The proposed use, like all other development in the City, will be required to adhere to all pertinent ordinances related to waste reduction and recycling. As a result, no impacts on the existing regulations pertaining to solid waste generation will result from the proposed project's implementation.

3.19.3 CUMULATIVE IMPACTS

The analysis herein determined that the proposed project would not result in any significant adverse utility impacts. As a result, no cumulative impacts on utilities will occur.

3.19.4 MITIGATION MEASURES

The following measures and/or standard conditions with respect to utility systems will be applicable to the proposed project:

Mitigation Measure No. 16 (Utilities). The contractors shall install ultra-low flow water fixtures to reduce the volume of sewage to the system as required by the Public Works Director.

Mitigation Measure No. 17 (Utilities). The contractors shall review the California Department of Water Resources recommendations for water conservation and shall implement those measures considered feasible. A report indicating what is feasible shall be submitted to the Director of Public Works, Chief Building Official, and Director of Community Development for review and approval prior to the completion of final engineering plans.

3.20 WILDFIRE

Section	Description of Issue	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less Than Significant Impact	No Impact
3.20.A.	If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project impair an adopted emergency response plan or emergency evacuation plan?				**X**
3.20.B.	Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				**X**
3.20.C.	Would the project require the installation of maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				**X**
3.20.D.	Would the project expose people or structure to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				**X**

3.20.1 THRESHOLDS OF SIGNIFICANCE

In accordance with the provisions of CEQA, a project may be deemed to have a significant adverse impact on utilities if it results in any of the following or if it is located in or near State responsibility areas or lands classified as very high fire hazard severity zones:

- Impairment of an adopted emergency response plan or emergency evacuation plan;
- Due to slope, prevailing winds, and other factors, exacerbation of wildfire risks, and thereby exposure to project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire;
- The requirement of the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or,
- Exposure of people or structures to significant risks, including down slope of downstream flooding or landslides, as a result of runoff, post-fire slops instability or drainage changes.

3.20.2 ANALYSIS OF ENVIRONMENTAL IMPACTS

A. Would the project impair an adopted emergency response plan or emergency evacuation plan? ● No Impact.

The project site is located in the midst of an urban area. Improved surface streets serve the project site and the surrounding area. Furthermore, the proposed project would not involve the closure or alteration of any existing evacuation routes that would be important in the event of a wildfire. As a result, no impacts will occur.

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

The project site and the adjacent properties are urbanized. The proposed project may be exposed to criteria pollutant emissions generated by wildland fires due to the project site's proximity to fire hazard severity zones (the site is located 1.19 south of the Puente Hills and 1.80 miles north of the West Coyote Hills). However, the potential impacts would not be exclusive to the project site since criteria pollutant emissions from wildland fires may affect the entire City as well as the surrounding cities and unincorporated county areas. As a result, no impacts are anticipated.

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

The project will include the installation of new utility lines such as gas lines, water lines, etc. These utilities lines will be located below ground surface. As a result, no impacts are anticipated.

D. Would the project expose people or structures to significant risks, including down slope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? ● No Impact.

There is no risk from wildfire within the project site or the surrounding area given the project site's distance from any area that may be subject to a wildfire event. The surrounding areas are developed and are covered over in pavement and concrete. Therefore, the project will not expose future employees to flooding or landslides facilitated by runoff flowing down barren and charred slopes and no impacts will occur.

3.20.3 CUMULATIVE IMPACTS

The potential impacts related to potential wildfire impacts are site specific. Furthermore, the analysis herein also determined that the proposed project would not result in any significant adverse utility impacts. As a result, no cumulative impacts on utilities will occur.

3.20.4 MITIGATION MEASURES

The analysis of wildfires impacts indicated that no significant impacts would result from the proposed project's approval and subsequent implementation. As a result, no mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this environmental assessment:

- *The approval and subsequent implementation of the proposed project will not have the potential to degrade the quality of the environment.* The proposed project will not have the potential to degrade the quality of the environment with the implementation of the mitigation measures identified throughout Section 3. The project's air quality emissions will be below the thresholds of significance outlined by the SCAQMD. No impacts to protected species or habitat will result with the implementation of the proposed project. Furthermore, the best management practices identified in the WQMP will filter out contaminants of concern present in stormwater runoff. The addition of project trips will not negatively impact any local intersection.

- *The approval and subsequent implementation of the proposed project will not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals.* The proposed project is an infill development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State's Strategic Growth Council (SGC). Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas.

- *The approval and subsequent implementation of the proposed project will not have impacts that are individually limited, but cumulatively considerable, when considering planned or proposed development in the immediate vicinity.* The project's cumulative air quality emissions will be below the thresholds of significance established by the SCAQMD.

- *The approval and subsequent implementation of the proposed project will not have environmental effects that will adversely affect humans, either directly or indirectly.* Daytime and nighttime light and glare from both the proposed project and the related projects would not contribute any significant impacts since both projects must comply with City regulations regarding lighting and light trespass. The project's operational air quality impacts would be less than significant. However, the project's construction would have the potential to result in particulate matter emissions which may affect the adjacent sensitive receptors. Therefore, project contractors would be responsible for maintaining compliance with SCAQMD's mandatory Rule 403 regulations, which significantly reduce the generation of fugitive dust. In addition, future truck drivers must adhere to Title 13 - §2485 of the California Code of Regulations, which limits the idling of diesel powered vehicles to less than five minutes. Adherence to the aforementioned standard condition will minimize odor impacts from diesel trucks. Adherence to Rule 403 Regulations and Title 13 - §2485 of the California Code of Regulations will reduce potential impacts to levels that are less than significant. No hazardous waste or materials would be used on-site.

Adherence to the construction noise mitigation provided in the preceding analysis would prevent the exposure of sensitive receptors to excess noise. Lastly, the addition of the project's traffic would not result in a deterioration of any intersection's level of service or the creation of a CO hot-spot. As a result, the potential impacts are considered to be less than significant with adherence to the required mitigation measures.

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SECTION 4 CONCLUSIONS

4.1 FINDINGS

The Initial Study determined that the proposed project is not expected to have significant adverse environmental impacts. The following findings can be made regarding the Mandatory Findings of Significance set forth in Section 15065 of the CEQA Guidelines based on the results of this Initial Study:

- The proposed project *will not* have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species or eliminate important examples of the major periods of California history or prehistory.
- The proposed project *will not* have impacts that are individually limited, but cumulatively considerable.
- The proposed project *will not* have environmental effects which will cause substantially adverse effects on human beings, either directly or indirectly.
- A mitigation reporting or monitoring program *will be* required.

4.2 MITIGATION MONITORING & REPORTING PROGRAM

4.2.1. FINDINGS RELATED TO MITIGATION MONITORING

Section 21081(a) of the Public Resources Code states that findings must be adopted by the decision-makers coincidental to the approval of a Mitigated Negative Declaration. These findings shall be incorporated as part of the decision-maker's findings of fact, in response to AB-3180. In accordance with the requirements of Section 21081(a) and 21081.6 of the Public Resources Code, the following additional findings may be made:

- A mitigation reporting or monitoring program will be required;
- Site plans and/or building plans, submitted for approval by the responsible monitoring agency, shall include the required standard conditions; and,
- An accountable enforcement agency or monitoring agency shall be identified for the mitigations adopted as part of the decision-maker's final determination.

4.2.2. MITIGATION MEASURES

The analysis determined that the proposed project would potentially result in light and glare impacts. For this reason, the following mitigation is required:

Mitigation Measure No. 1 (Aesthetics). Parking area lighting, building lighting, and other safety and security lighting shall be designed and appropriately equipped to eliminate potential light trespass. The contractors must submit a lighting plan to the Chief Building Official for approval during the project's design phases.

In order to ensure that all construction staging occurs on-site and that the proposed project does not cause off-site particulate emissions, the following mitigation is required:

Mitigation Measure No. 2 (Air Quality). Construction contractor(s) will be required to use off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (U.S. EPA) Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater during construction. Such equipment should be outfitted with Best Available Control Technology (BACT) devices including, but not limited to, a CARB certified Level 3 Diesel Particulate Filters (DPF).[101]

Mitigation Measure No. 3 (Air Quality). If the Lead Agency finds that Tier 4 construction equipment is not feasible pursuant to CEQA Guidelines Section 15364, alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the project site, and/or limiting the number of individual construction project phases occurring simultaneously, if applicable.

Mitigation Measure No. 4 (Air Quality). The contractors will be required to use zero-emission or near-zero emission heavy-duty haul trucks during construction, such as trucks with natural gas engines that meet CARB's adopted optional NOx emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, require that operators of heavy-duty haul trucks visiting the project site during the construction period commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks.

*Mitigation Measure No. 5 (Air Quality).*The contractors will be required to obtain all necessary SCAQMD permits related to the installation and/or modification of the existing on-site methane monitors located within the park. Evidence of the Contractor obtaining the necessary SCAQMD permit must be provided to the City of La Habra.

[101] Level 3 DPFs are capable of achieving at least an 85 percent reduction in particulate matter emissions.

In order to reduce any potential impact to avian species, the following mitigation measure is required:

Mitigation Measure No. 6 (Biological Resources). If clearing and/or construction activities will occur during the raptor or migratory bird nesting season (February 15–August 15), the project contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting birds up to 14 days before construction activities. The qualified biologist shall survey the construction zone and a 500-foot buffer surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. If active nest(s) are identified during the preconstruction survey, a qualified biologist shall establish a 100-foot no-activity setback for migratory bird nests and a 250-foot setback for raptor nests. No ground disturbance should occur within the no-activity setback until the nest is deemed inactive by the qualified biologist.

The analysis of potential cultural resources impacts indicated that the following mitigation measure is required:

Mitigation Measure No. 7 (Cultural Resources Impacts). The project contractors will be required to obtain the services of a qualified Native American Monitor and archeologist during construction-related ground disturbance activities. Ground disturbance is defined as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed.

The environmental analysis determined that there may be a potential for hazardous materials to be encountered during the construction phases of development. As a result the following mitigation measures are required.

Mitigation Measure No. 8 (Hazardous Materials). Engineering and design plans for the proposed improvements and all construction activities must be first approved by the LEA to ensure that ongoing remediation and monitoring activities will not be affected by the proposed project.

Mitigation Measure No. 9. (Hazardous Materials). The existing methane monitoring wells must be maintained during and following construction activities. All new building construction (storage sheds, restrooms, etc.) must be designed with proper ventilation to prevent an accumulation of methane gas.

The following mitigation measure is required to mitigate potential construction noise impacts:

Mitigation Measure No. 10 (Noise). All construction activities within the park must conform to the City's noise control ordinance. Appropriate signage indicating the construction time restrictions related shall be post in the parking areas and at the park entrance.

Mitigation Measure No. 11 (Noise). The contractors shall ensure that the contractors conduct grading and excavation activities between the hours of 7:00 AM and 5:00 PM Monday through Saturday, with no such grading and excavation activities permitted on Sundays or Federal holidays (this is a deviation from the City's noise control requirements).

Mitigation Measure No. 12 (Noise). The Contractors shall use construction equipment that includes working mufflers and other sound suppression equipment such as silencers and panels around the engine and vents as a means to reduce machinery noise. A City Engineer must check and sign off on all construction equipment prior to the start of construction.

Mitigation Measure No. 13 (Noise). All activities within the park must conform to the City's noise control ordinance. Appropriate signage indicating the time restrictions related to the parks use shall be posted in the parking areas and at the park entrance.

Mitigation Measure No. 14 (Noise). Standard City regulations concerning maintenance times shall be applicable to the Vista Grande Park once the improvements have been completed.

The analysis of public service impacts indicated that no significant impacts are anticipated; however, to ensure the proposed project meets the City's Fire and Police department standards and conforms to AB 2926, the following mitigation is required:

Mitigation Measure No. 15 (Public Services). The contractor shall ensure that all exterior lighting (i.e., parking areas, building areas, and entries) shall employ illumination in a manner that meets the approval of the Chief Building Official.

The following measures and/or standard conditions with respect to utility systems will be applicable to the proposed project:

Mitigation Measure No. 16 (Utilities). The contractors shall install ultra-low flow water fixtures to reduce the volume of sewage to the system as required by the Public Works Director.

Mitigation Measure No. 17 (Utilities). The contractors shall review the California Department of Water Resources recommendations for water conservation and shall implement those measures considered feasible. A report indicating what is feasible shall be submitted to the Director of Public Works, Chief Building Official, and Director of Community Development for review and approval prior to the completion of final engineering plans.

4.2.4. MITIGATION MONITORING

The monitoring and reporting on the implementation of these measures, including the period for implementation, monitoring agency, and the monitoring action, are identified in Table 4-1 provided below and on the following pages.

TABLE 4-1
MITIGATION-MONITORING PROGRAM

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 1 (Aesthetics). Parking area lighting, building lighting, and other safety and security lighting shall be designed and appropriately equipped to eliminate potential light trespass. The contractors must submit a lighting plan to the Chief Building Official for approval during the project's design phases.	Community Development Director and the Chief Building Official ● *Applicant is responsible for implementation*	*During the project design process.* ● Mitigation ends at the approval of the lighting plan by the Chief Building Official.	Date: Name & Title:
Mitigation Measure No. 2 (Air Quality). Construction contractor(s) will be required to use off-road diesel-powered construction equipment that meets or exceeds the California Air Resources Board (CARB) and U.S. Environmental Protection Agency (U.S. EPA) Tier 4 off-road emissions standards for equipment rated at 50 horsepower or greater during construction. Such equipment should be outfitted with Best Available Control Technology (BACT) devices including, but not limited to, a CARB certified Level 3 Diesel Particulate Filters (DPF).	Community Development Director ● *Applicant is responsible for implementation*	*During construction-related activities.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 3 (Air Quality). If the Lead Agency finds that Tier 4 construction equipment is not feasible pursuant to CEQA Guidelines Section 15364, alternative applicable strategies may include, but would not be limited to, Tier 3 construction equipment, reduction in the number and/or horsepower rating of construction equipment, limiting the number of daily construction haul truck trips to and from the project site, and/or limiting the number of individual construction project phases occurring simultaneously, if applicable.	Community Development Director ● *Applicant is responsible for implementation*	*During construction-related activities.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 4 (Air Quality). The contractors will be required to use zero-emission or near-zero emission heavy-duty haul trucks during construction, such as trucks with natural gas engines that meet CARB's adopted optional NOx emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, require that operators of heavy-duty haul trucks visiting the project site during the construction period commit to using 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks.	Community Development Director ● *Applicant is responsible for implementation*	*During construction-related activities.* ● Mitigation ends when construction is completed.	Date: Name & Title:

TABLE 4-1
MITIGATION-MONITORING PROGRAM

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 5 (Air Quality). The contractors will be required to obtain all necessary SCAQMD permits related to the installation and/or modification of the existing on-site methane monitors located within the park. Evidence of the Contractor obtaining the necessary SCAQMD permit must be provided to the City of La Habra.	Community Development Director ● *Applicant is responsible for implementation*	*Prior to the start of any construction-related activities.* ● Mitigation ends when SCAQMD permit is provided to the City of La Habra.	Date: Name & Title:
Mitigation Measure No. 6 (Biological Resources). If clearing and/or construction activities will occur during the raptor or migratory bird nesting season (February 15–August 15), the project contractor shall retain a qualified biologist to conduct preconstruction surveys for nesting birds up to 14 days before construction activities. The qualified biologist shall survey the construction zone and a 500-foot buffer surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds. If active nest(s) are identified during the preconstruction survey, a qualified biologist shall establish a 100-foot no-activity setback for migratory bird nests and a 250-foot setback for raptor nests. No ground disturbance should occur within the no-activity setback until the nest is deemed inactive by the qualified biologist.	Community Development Director ● *Applicant is responsible for implementation*	*Prior to the start of any construction-related activities.* ● Mitigation ends when the project site is cleared by the appointed biologist and construction is completed.	Date: Name & Title:
Mitigation Measure No. 7 (Cultural Resources Impacts). The project contractors will be required to obtain the services of a qualified Native American Monitor and archeologist during construction-related ground disturbance activities. Ground disturbance is defined as activities that include, but are not limited to, pavement removal, pot-holing or auguring, boring, grading, excavation, and trenching, within the project area. The monitor(s) must be approved by the tribal representatives and will be present on-site during the construction phases that involve any ground disturbing activities. The on-site monitoring shall end when the project site grading and excavation activities are completed.	Community Development Director ● *Applicant is responsible for implementation*	*Prior to the start of any construction-related activities.* ● Mitigation ends when ground disturbance is completed or otherwise noted by the appointed Native American Monitor(s).	Date: Name & Title:
Mitigation Measure No. 8 (Hazardous Materials). Engineering and design plans for the proposed improvements and all construction activities must be first approved by the LEA to ensure that ongoing remediation and monitoring activities will not be affected by the proposed project.	Community Development Director and the City Engineer ● *Applicant is responsible for implementation*	*Prior to the start of any construction-related activities.* ● Mitigation ends when the engineering and design plans are approved by the LEA.	Date: Name & Title:

TABLE 4-1
MITIGATION-MONITORING PROGRAM

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 9. (Hazardous Materials). The existing methane monitoring wells must be maintained during and following construction activities. All new building construction (storage sheds, restrooms, etc.) must be designed with proper ventilation to prevent an accumulation of methane gas.	Community Development Director and the City Engineer ● *Applicant is responsible for implementation*	*Prior to the start of any construction-related activities.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 10 (Noise). All construction activities within the park must conform to the City's noise control ordinance. Appropriate signage indicating the construction time restrictions related shall be post in the parking areas and at the park entrance.	Community Development Director ● *Applicant is responsible for implementation*	*During construction-related activities.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 11 (Noise). The contractors shall ensure that the contractors conduct grading and excavation activities between the hours of 7:00 AM and 5:00 PM Monday through Saturday, with no such grading and excavation activities permitted on Sundays or Federal holidays (this is a deviation from the City's noise control requirements).	Community Development Director ● *Applicant is responsible for implementation*	*During construction-related activities.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 12 (Noise). The Contractors shall use construction equipment that includes working mufflers and other sound suppression equipment such as silencers and panels around the engine and vents as a means to reduce machinery noise. A City Engineer must check and sign off on all construction equipment prior to the start of construction.	Community Development Director ● *Applicant is responsible for implementation*	*Prior to the start of any construction-related activities.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 13 (Noise). All activities within the park must conform to the City's noise control ordinance. Appropriate signage indicating the time restrictions related to the parks use shall be posted in the parking areas and at the park entrance.	Community Development Director ● *Applicant is responsible for implementation*	*During project operation.* ● Mitigation to continue over the project's operational lifetime.	Date: Name & Title:

TABLE 4-1
MITIGATION-MONITORING PROGRAM

Measure	Enforcement Agency	Monitoring Phase	Verification
Mitigation Measure No. 14 (Noise). Standard City regulations concerning maintenance times shall be applicable to the Vista Grande Park once the improvements have been completed.	Community Development Director ● *Applicant is responsible for implementation*	*During project operation.* ● Mitigation to continue over the project's operational lifetime.	Date: Name & Title:
Mitigation Measure No. 15 (Public Services). The contractor shall ensure that all exterior lighting (i.e., parking areas, building areas, and entries) shall employ illumination in a manner that meets the approval of the Chief Building Official.	Community Development Director and the Chief Building Official ● *Applicant is responsible for implementation*	*During the project design process.* ● Mitigation ends at the approval of the lighting plan by the Chief Building Official.	Date: Name & Title:
Mitigation Measure No. 16 (Utilities). The contractors shall install ultra-low flow water fixtures to reduce the volume of sewage to the system as required by the Public Works Director.	Community Development Director and the Public Works Director ● *Applicant is responsible for implementation*	*Prior to the start of any construction-related activities.* ● Mitigation ends when construction is completed.	Date: Name & Title:
Mitigation Measure No. 17 (Utilities). The contractors shall review the California Department of Water Resources recommendations for water conservation and shall implement those measures considered feasible. A report indicating what is feasible shall be submitted to the Director of Public Works, Chief Building Official, and Director of Community Development for review and approval prior to the completion of final engineering plans.	Community Development Director and the Chief Building Official ● *Applicant is responsible for implementation*	*Prior to the start of any construction-related activities.* ● Mitigation ends when report is approved by the Director of Public Works, Chief Building Official, and Director of Community Development.	Date: Name & Title:

SECTION 5 REFERENCES

5.1 PREPARERS

Blodgett Baylosis Environmental Planning
2211 South Hacienda Boulevard, Suite 107
Hacienda Heights, CA 91745
(626) 336-0033

Alejandra Rocha, Project Manager
Marc Blodgett, Project Principal
Liesl Sullano, Project Planner

5.2 REFERENCES

References are noted using footnotes on each page of the Initial Study.

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APPENDIX A

AIR QUALITY WORKSHEETS

Vista Grande Park

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	17.50	Acre	17.50	762,300.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - per ISMND

Construction Off-road Equipment Mitigation -

Area Mitigation -

Vista Grande Park - South Coast AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	20.00	41.00
tblConstructionPhase	NumDays	300.00	43.00
tblConstructionPhase	NumDays	20.00	43.00
tblConstructionPhase	NumDays	30.00	131.00
tblConstructionPhase	NumDays	20.00	23.00
tblConstructionPhase	NumDays	10.00	22.00
tblGrading	AcresOfGrading	327.50	75.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.5406	50.2583	33.0541	0.0958	18.2675	2.1989	20.4664	9.9840	2.0230	12.0071	0.0000	9,645.8046	9,645.8046	1.9490	0.0000	9,669.3930
2021	0.4891	1.7021	4.2286	0.0101	0.7154	0.0994	0.8147	0.1897	0.0990	0.2887	0.0000	990.1862	990.1862	0.0384	0.0000	991.1455
Maximum	**4.5406**	**50.2583**	**33.0541**	**0.0958**	**18.2675**	**2.1989**	**20.4664**	**9.9840**	**2.0230**	**12.0071**	**0.0000**	**9,645.8046**	**9,645.8046**	**1.9490**	**0.0000**	**9,669.3930**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.5406	50.2583	33.0541	0.0958	7.2470	2.1989	9.4460	3.9263	2.0230	5.9494	0.0000	9,645.8046	9,645.8046	1.9490	0.0000	9,669.3930
2021	0.4891	1.7021	4.2286	0.0101	0.7154	0.0994	0.8147	0.1897	0.0990	0.2887	0.0000	990.1862	990.1862	0.0384	0.0000	991.1455
Maximum	**4.5406**	**50.2583**	**33.0541**	**0.0958**	**7.2470**	**2.1989**	**9.4460**	**3.9263**	**2.0230**	**5.9494**	**0.0000**	**9,645.8046**	**9,645.8046**	**1.9490**	**0.0000**	**9,669.3930**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**58.05**	**0.00**	**51.78**	**59.54**	**0.00**	**49.27**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0394	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8300e-003	3.8300e-003	1.0000e-005		4.0800e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.6946	3.4192	8.6656	0.0308	2.4359	0.0241	2.4601	0.6518	0.0225	0.6743		3,137.4812	3,137.4812	0.1527		3,141.2988
Total	**0.7340**	**3.4192**	**8.6674**	**0.0308**	**2.4359**	**0.0241**	**2.4601**	**0.6518**	**0.0225**	**0.6743**		**3,137.4851**	**3,137.4851**	**0.1527**	**0.0000**	**3,141.3029**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0394	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8300e-003	3.8300e-003	1.0000e-005		4.0800e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.6946	3.4192	8.6656	0.0308	2.4359	0.0241	2.4601	0.6518	0.0225	0.6743		3,137.4812	3,137.4812	0.1527		3,141.2988
Total	**0.7340**	**3.4192**	**8.6674**	**0.0308**	**2.4359**	**0.0241**	**2.4601**	**0.6518**	**0.0225**	**0.6743**		**3,137.4851**	**3,137.4851**	**0.1527**	**0.0000**	**3,141.3029**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	2/29/2020	5	43	
2	Site Preparation	Site Preparation	3/1/2020	3/31/2020	5	22	
3	Grading	Grading	4/1/2020	9/30/2020	5	131	
4	Building Construction	Building Construction	10/1/2020	11/30/2020	5	43	
5	Paving	Paving	12/1/2020	12/31/2020	5	23	
6	Architectural Coating	Architectural Coating	1/1/2021	2/28/2021	5	41	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Vista Grande Park - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	320.00	125.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	64.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**		**1.6587**	**1.6587**		**1.5419**	**1.5419**		**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0679	0.0456	0.6132	1.7200e-003	0.1677	1.2700e-003	0.1689	0.0445	1.1700e-003	0.0456		171.6626	171.6626	4.9400e-003		171.7860
Total	**0.0679**	**0.0456**	**0.6132**	**1.7200e-003**	**0.1677**	**1.2700e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**171.6626**	**171.6626**	**4.9400e-003**		**171.7860**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**		**1.6587**	**1.6587**		**1.5419**	**1.5419**	**0.0000**	**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0679	0.0456	0.6132	1.7200e-003	0.1677	1.2700e-003	0.1689	0.0445	1.1700e-003	0.0456		171.6626	171.6626	4.9400e-003		171.7860
Total	**0.0679**	**0.0456**	**0.6132**	**1.7200e-003**	**0.1677**	**1.2700e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**171.6626**	**171.6626**	**4.9400e-003**		**171.7860**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0814	0.0547	0.7359	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.9951	205.9951	5.9200e-003		206.1432
Total	**0.0814**	**0.0547**	**0.7359**	**2.0700e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**205.9951**	**205.9951**	**5.9200e-003**		**206.1432**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**7.0458**	**2.1974**	**9.2433**	**3.8730**	**2.0216**	**5.8946**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0814	0.0547	0.7359	2.0700e-003	0.2012	1.5300e-003	0.2027	0.0534	1.4100e-003	0.0548		205.9951	205.9951	5.9200e-003		206.1432
Total	**0.0814**	**0.0547**	**0.7359**	**2.0700e-003**	**0.2012**	**1.5300e-003**	**0.2027**	**0.0534**	**1.4100e-003**	**0.0548**		**205.9951**	**205.9951**	**5.9200e-003**		**206.1432**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.6292	0.0000	6.6292	3.3758	0.0000	3.3758			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**6.6292**	**2.1739**	**8.8031**	**3.3758**	**2.0000**	**5.3758**		**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0905	0.0608	0.8176	2.3000e-003	0.2236	1.7000e-003	0.2253	0.0593	1.5600e-003	0.0609		228.8835	228.8835	6.5800e-003		229.0480
Total	**0.0905**	**0.0608**	**0.8176**	**2.3000e-003**	**0.2236**	**1.7000e-003**	**0.2253**	**0.0593**	**1.5600e-003**	**0.0609**		**228.8835**	**228.8835**	**6.5800e-003**		**229.0480**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.5854	0.0000	2.5854	1.3166	0.0000	1.3166			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**2.5854**	**2.1739**	**4.7593**	**1.3166**	**2.0000**	**3.3166**	**0.0000**	**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0905	0.0608	0.8176	2.3000e-003	0.2236	1.7000e-003	0.2253	0.0593	1.5600e-003	0.0609		228.8835	228.8835	6.5800e-003		229.0480
Total	**0.0905**	**0.0608**	**0.8176**	**2.3000e-003**	**0.2236**	**1.7000e-003**	**0.2253**	**0.0593**	**1.5600e-003**	**0.0609**		**228.8835**	**228.8835**	**6.5800e-003**		**229.0480**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4105	13.1169	3.1234	0.0322	0.8000	0.0650	0.8650	0.2303	0.0622	0.2925		3,430.6057	3,430.6057	0.2154		3,435.9904
Worker	1.4478	0.9732	13.0822	0.0368	3.5769	0.0271	3.6040	0.9486	0.0250	0.9736		3,662.1359	3,662.1359	0.1053		3,664.7681
Total	**1.8583**	**14.0901**	**16.2056**	**0.0689**	**4.3769**	**0.0921**	**4.4690**	**1.1789**	**0.0872**	**1.2661**		**7,092.7416**	**7,092.7416**	**0.3207**		**7,100.7585**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.4105	13.1169	3.1234	0.0322	0.8000	0.0650	0.8650	0.2303	0.0622	0.2925		3,430.6057	3,430.6057	0.2154		3,435.9904
Worker	1.4478	0.9732	13.0822	0.0368	3.5769	0.0271	3.6040	0.9486	0.0250	0.9736		3,662.1359	3,662.1359	0.1053		3,664.7681
Total	**1.8583**	**14.0901**	**16.2056**	**0.0689**	**4.3769**	**0.0921**	**4.4690**	**1.1789**	**0.0872**	**1.2661**		**7,092.7416**	**7,092.7416**	**0.3207**		**7,100.7585**

3.6 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day											lb/day				
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3566**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.6 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0679	0.0456	0.6132	1.7200e-003	0.1677	1.2700e-003	0.1689	0.0445	1.1700e-003	0.0456		171.6626	171.6626	4.9400e-003		171.7860
Total	**0.0679**	**0.0456**	**0.6132**	**1.7200e-003**	**0.1677**	**1.2700e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**171.6626**	**171.6626**	**4.9400e-003**		**171.7860**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3566**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.6 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0679	0.0456	0.6132	1.7200e-003	0.1677	1.2700e-003	0.1689	0.0445	1.1700e-003	0.0456		171.6626	171.6626	4.9400e-003		171.7860
Total	**0.0679**	**0.0456**	**0.6132**	**1.7200e-003**	**0.1677**	**1.2700e-003**	**0.1689**	**0.0445**	**1.1700e-003**	**0.0456**		**171.6626**	**171.6626**	**4.9400e-003**		**171.7860**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**0.2189**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2702	0.1752	2.4110	7.1100e-003	0.7154	5.2700e-003	0.7206	0.1897	4.8500e-003	0.1946		708.7381	708.7381	0.0191		709.2146
Total	**0.2702**	**0.1752**	**2.4110**	**7.1100e-003**	**0.7154**	**5.2700e-003**	**0.7206**	**0.1897**	**4.8500e-003**	**0.1946**		**708.7381**	**708.7381**	**0.0191**		**709.2146**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**0.2189**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2702	0.1752	2.4110	7.1100e-003	0.7154	5.2700e-003	0.7206	0.1897	4.8500e-003	0.1946		708.7381	708.7381	0.0191		709.2146
Total	**0.2702**	**0.1752**	**2.4110**	**7.1100e-003**	**0.7154**	**5.2700e-003**	**0.7206**	**0.1897**	**4.8500e-003**	**0.1946**		**708.7381**	**708.7381**	**0.0191**		**709.2146**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6946	3.4192	8.6656	0.0308	2.4359	0.0241	2.4601	0.6518	0.0225	0.6743		3,137.4812	3,137.4812	0.1527		3,141.2988
Unmitigated	0.6946	3.4192	8.6656	0.0308	2.4359	0.0241	2.4601	0.6518	0.0225	0.6743		3,137.4812	3,137.4812	0.1527		3,141.2988

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	33.08	398.13	292.95	352,067	352,067
Total	33.08	398.13	292.95	352,067	352,067

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	16.60	8.40	6.90	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0394	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8300e-003	3.8300e-003	1.0000e-005		4.0800e-003
Unmitigated	0.0394	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8300e-003	3.8300e-003	1.0000e-005		4.0800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0393					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7000e-004	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8300e-003	3.8300e-003	1.0000e-005		4.0800e-003
Total	**0.0394**	**2.0000e-005**	**1.7900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.8300e-003**	**3.8300e-003**	**1.0000e-005**		**4.0800e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0393					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.7000e-004	2.0000e-005	1.7900e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		3.8300e-003	3.8300e-003	1.0000e-005		4.0800e-003
Total	**0.0394**	**2.0000e-005**	**1.7900e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**3.8300e-003**	**3.8300e-003**	**1.0000e-005**		**4.0800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation