VARIOUS PARK IMPROVEMENTS AT STEPHEN SORENSEN PARK

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION

PREPARED FOR:

COUNTY OF LOS ANGELES DEPARTMENT OF PARKS AND RECREATION
1000 S. FREMONT AVENUE, UNIT 40
BUILDING A-9 WEST, 3RD FLOOR
ALHAMBRA, CALIFORNIA 91803

PREPARED BY:

ECORP CONSULTING, INC.
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SANTA ANA, CALIFORNIA 92705

JANUARY 2021

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Environmental Checklist Form (Initial Study)

County of Los Angeles, Department of Parks and Recreation

Project title: Various Park Improvements at Stephen Sorensen Park

Lead agency name and address: County of Los Angeles Department of Parks and Recreation, 1000 S. Fremont Ave., Unit #40, Building A-9 West, 3rd Floor, Alhambra, CA 91803

Contact Person phone number and e-mail: Jui Ing Chien, Park Planner, (626) 588-5317, jchien@parks.lacounty.gov

Project location: 16801 East Avenue P, Lake Los Angeles, CA 93591
APN: 3073-001-902 *USGS Quad*: Lovejoy Buttes

Gross Acreage: 0.7 acres

General plan designation: Open Space Parks and Recreation (OS-PR)

Zoning: Open Space (O-S)

Surrounding land uses and setting: The Proposed Project is located in the unincorporated community of Lake Los Angeles, approximately 15 miles east of Palmdale (Figure 1. Project Vicinity). The project site is within the existing Stephen Sorensen Park located at 16801 East Avenue P. The Stephen Sorensen Park (Park) shares the parcel with Tameobit Wildlife Sanctuary on a 100-acre lot, which is owned by Los Angeles County (Figure 2. Project Location). The Park is encompassed by a large prehistoric site that has been investigated since the 1920s (CA-LAN-192). In order to protect the archaeological site, an earthen cap of unknown depth was placed on the site prior to development of Phase I of the Park in 1996. Lands that surround the Park are developed with single-family residences to the south, Tameobit Wildlife Sanctuary and undeveloped land to the east, single-family residences and undeveloped land to the west, and Tameobit Wildlife Sanctuary to the north.

The project site has been developed for use as a recreational park since 1996. The Phase I park development was completed in 1996 and consisted of a 3-acre area in the southeast portion of the ark. It included passive park features such as turf areas, picnic facilities, small playground, parking lot, and horseshoe pits. Phase II park development included active recreational facilities such as baseball fields, lighted basketball courts, and walkways and an additional parking area, which were completed in 2006. In 2011, a splash pad was installed next to the playgrounds. Phase III park development was completed in 2013 and included a Leadership in Energy and Environmental Design (LEED) certified community/gymnasium building complex and an additional parking area. In January 2020, a new natural area, the Tameobit Wildlife Sanctuary, was created from a portion of the Park and additional vacant County land. Today, the approximate 23-acre park includes grass areas, picnic tables, playground, horseshoe pits, restrooms, parking lots, basketball courts, multipurpose sports fields, concrete walkways, landscaping/irrigation, splash pad, shade structures, and a community/gymnasium building. Topography in the vicinity of the project area has a gentle downward slope to the northeast with an approximate site elevation in the vicinity of the project area of 2,720 feet above mean sea level.

Description of project:

The County of Los Angeles Department of Parks and Recreation (County) proposes to develop various new park amenities at Stephen Sorensen Park (Proposed Project). The project site consists of three non-contiguous areas (Areas 1, 2, and 3) including a skate park of approximately 25,000 square feet in size (Area 1), a shade structure for existing playground measuring 1,800 square feet (Area 2), a gazebo measuring 2,500 square feet, a concrete slab with fitness zone and shade structure measuring 1,600 square feet (Area 3), and associated Americans with Disabilities Act (ADA) improvements. Areas 2 and 3 are located within the existing park area. Construction of the proposed skate park (Area 1) would increase total useable park space by approximately 0.57 acres (Figure 3. Site Plan).

Construction of the Proposed Project is estimated to take place from March 2022 through July 2023 and would occur in four (4) phases.

Phase 1 would consist of grading and earthwork, beginning in March 2022 and lasting for approximately one month. Phase 2 would construct the concrete slab with fitness zone, the shade structure covering the fitness zone, and the shade structure for the existing playground swing set. This phase would begin in April 2022 and last approximately two months. Phase 3 would construct the gazebo. This phase would begin in July 2022 and last for one month. Earthwork quantities for the first three phases would include approximately 76 cubic yards of cut and 76 cubic yards of fill. The typical depth for the footings of these types of shade structures is approximately 15 feet.

Phase 4 would consist of site preparation, grading, construction, and paving of the skate park. The skate park would be located on the eastern adjacent side of the existing community facility/gymnasium. Site preparation and grading would begin March 2023 and occur for approximately two weeks. Construction and paving would take place starting in April 2023 and last for approximately three months. In order to properly complete the Proposed Project, fill would be brought in to raise the elevation of the proposed skate park site to the same level as the adjacent park land.

The Proposed Project facilities would be open from 7:00 a.m. to 10:00 p.m. Monday through Sunday, except for occasional events where extended hours of operation shall be approved by the County (but in no case later than 12:00 midnight). These events would occur up to approximately ten times a year, based on a public decision, and would be posted on-site prior to the event occurrence.

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code § 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The following California Native American tribes have been notified of the project:

- Fernandeño Tataviam Band of Mission Indians
- Gabrielino Band of Mission Indians – Kizh Nation
- San Gabriel Band of Mission Indians
- San Manuel Band of Mission Indians
- Tejon Indian Tribe

The San Manuel Band of Mission Indians and Fernandeño Tataviam Band of Mission Indians have requested consultation pursuant to Public Resources Code section 21080.3.1. AB 52 consultation is ongoing

as of the release of this Draft IS/MND (January 2021). The results of the AB 52 consultation will be included as part of the Final IS/MND.

Other public agencies whose approval may be required (e.g., permits, financing approval, or participation agreement):

Public Agency	*Approval Required*
_____	_____
_____	_____

Major projects in the area:

Project/Case No.	*Description and Status*
_____	_____
_____	_____
_____	_____

Reviewing Agencies:

Responsible Agencies

- ☒ None
- Regional Water Quality Control Board:
  - ☐ Los Angeles Region
  - ☐ Lahontan Region
- ☐ Coastal Commission
- ☐ Army Corps of Engineers
- ☐ LAFCO

Special Reviewing Agencies

- ☒ None
- ☐ Santa Monica Mountains Conservancy
- ☐ National Parks
- ☐ National Forest
- ☐ Edwards Air Force Base
- ☐ Resource Conservation District of Santa Monica Mountains Area
- ☐

Regional Significance

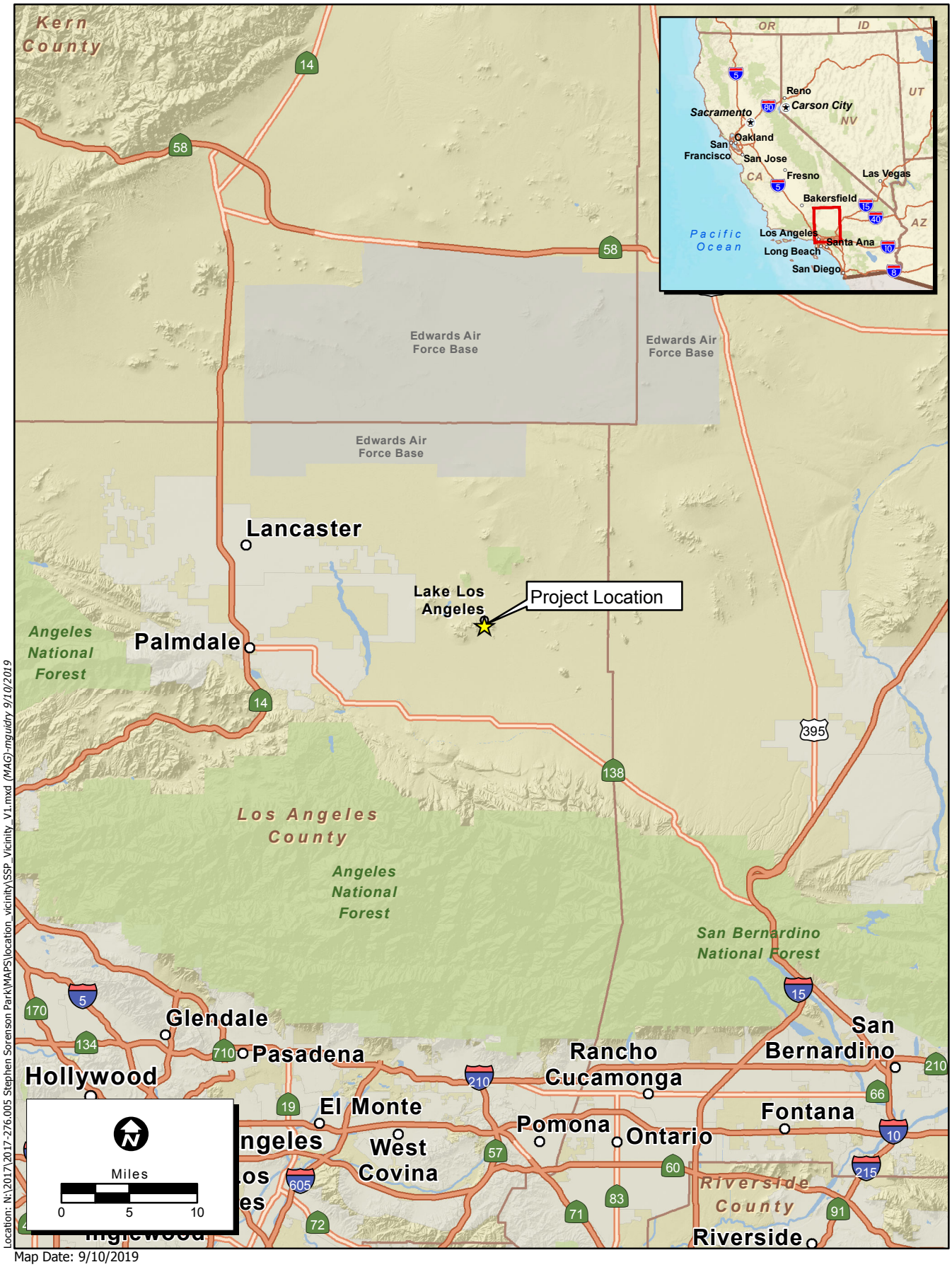
- ☒ None
- ☐ SCAG Criteria
- ☐ Air Quality
- ☐ Water Resources
- ☐ Santa Monica Mtns. Area
- ☐

Trustee Agencies

- ☒ None
- ☒ State Dept. of Fish and Wildlife
- ☐ State Dept. of Parks and Recreation
- ☐ State Lands Commission
- ☐ University of California (Natural Land and Water Reserves System)

County Reviewing Agencies

- ☒ DPW
- ☒ Fire Department
  - -
  - - Planning Division
  - - Land Development Unit
  - - Health Hazmat
- ☐ Public Health/Environmental Health Division: Land Use Program (OWTS), Drinking Water Program (Private Wells), Toxics Epidemiology Program (Noise)
- ☒ Regional Planning
- ☐ Sanitation District
- ☒ Sheriff Department
- ☐ Subdivision Committee
- ☐



Location: N:\2017\2017-276.005 Stephen Sorenson Park\MAPS\location_vicinity\SSP_Vicinity_V1.mxd (MAG)-mguidry 9/10/2019

Map Date: 9/10/2019

Service Layer Credits: Sources: Esri, USGS, NOAA

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Figure 1. Project Vicinity

2017-276.005 Stephen Sorensen Park

Location: N:\2017\2017-276.005 Stephen Sorenson Park\MAPS\location_vicinity\Location_Aerial.mxd (MAG/TR, 5/20/2020) - trotellini

Map Date: 5/20/2020
Photo Source: NAIP 2018

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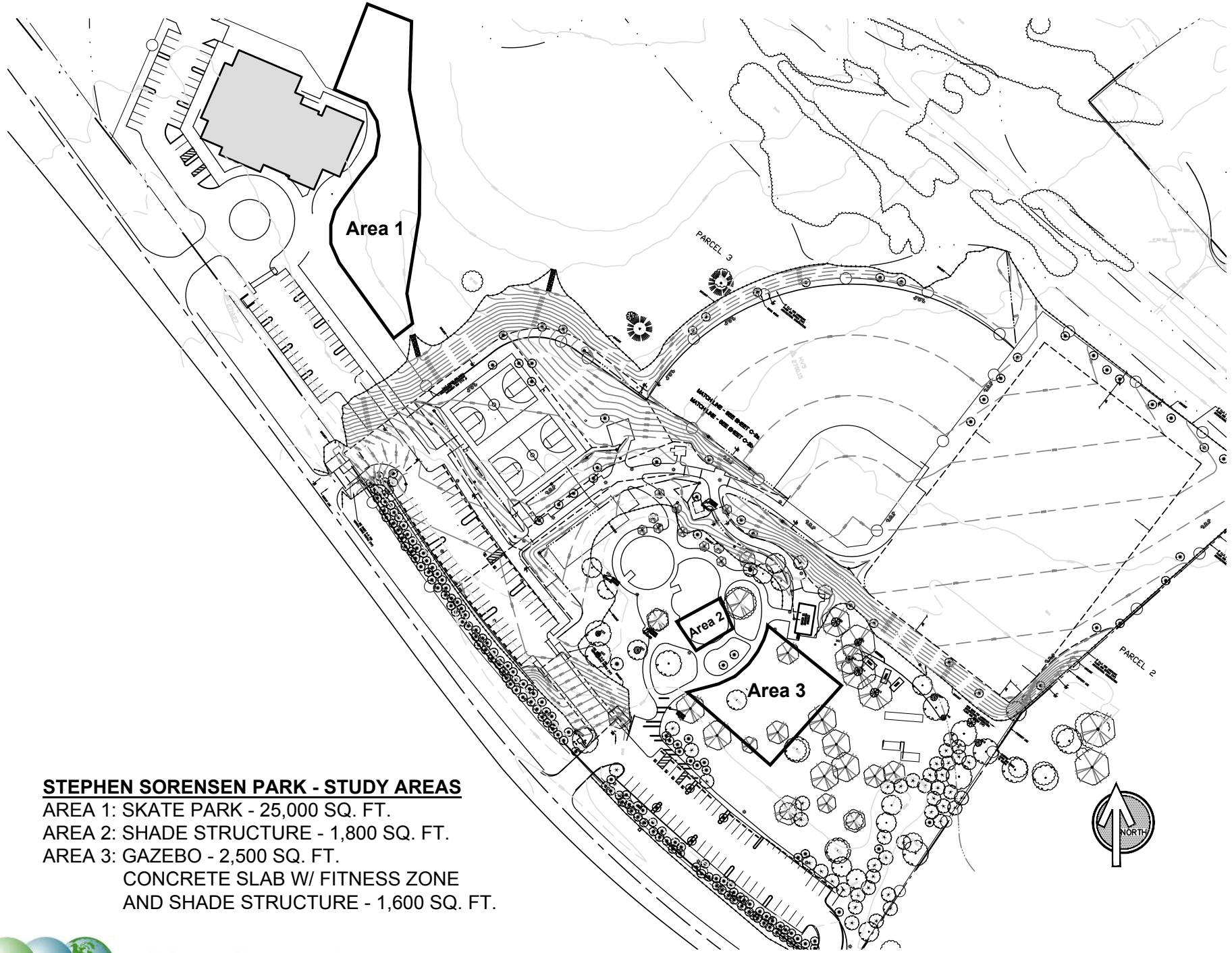
Figure 2. Project Location

2017-276.005 Stephen Sorensen Park



STEPHEN SORENSEN PARK - STUDY AREAS

AREA 1: SKATE PARK - 25,000 SQ. FT.
AREA 2: SHADE STRUCTURE - 1,800 SQ. FT.
AREA 3: GAZEBO - 2,500 SQ. FT.
CONCRETE SLAB W/ FITNESS ZONE
AND SHADE STRUCTURE - 1,600 SQ. FT.

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Figure 3. Project Site Plan
2017-276.005

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially significant impacts affected by this project.

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

DETERMINATION: (To be completed by the Lead Department.)
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 (Prepared by)	Date
Chien, Jui Ing	1/11/2021
Signature (Approved by)	Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. (Mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced.)

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

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

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

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

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

7) The explanation of each issue should identify: the significance threshold, if any, used to evaluate each question, and; mitigation measures identified, if any, to reduce the impact to less than significance. Sources of thresholds include the County General Plan, other County planning documents, and County ordinances. Some thresholds are unique to geographical locations.

1. AESTHETICS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

The Proposed Project is located in the unincorporated community of Lake Los Angeles in the Antelope Valley. Lands that surround Stephen Sorensen Park are developed with single-family residences to the south, Tameobit Wildlife Sanctuary and undeveloped land to the east, single-family residences and undeveloped land to the west, and Tameobit Wildlife Sanctuary to the north.

The 23-acre Stephen Sorensen Park site is comprised of a central wash area with a blueline ephemeral wash (Lovejoy Springs), scenic buttes and hillsides, other flatter vacant rocky land, sparse high desert vegetation, and the developed portions of the park. The developed portions of the park consist of various park facilities, including grass areas, picnic tables, playground, horseshoe pits, restrooms, a parking lots, basketball courts, multipurpose sports fields, a baseball field, concrete walkways, landscaping/irrigation, splash pad, shade structures, and a community/gymnasium and community building. Existing illumination consists of lighting at the gym building, parking lots, sports fields, basketball court and other on-site safety lighting adjacent to the playground, walkways, and restrooms (Figure 4. Site Photos).

While there are no state or locally defined scenic vistas near the site, the site is near a County designated scenic corridor. Avenue O is a scenic corridor; the scenic portion of Avenue O begins at 165th Street East and continues to 240th Street, which is 0.75 miles north of the project site at the closest point (County of Los Angeles 2015a.) The proposed shade structures and gazebo would be up to 30 feet tall. However, only small glimpses may be visible from small stretches of the corridor, as viewed between view corridors of residential development, but would not obscure views of the buttes to the north, or of the distant mountains as seen from the scenic corridor. Due to the nature of the project and surrounding topography, impacts on scenic vistas would be less than significant.

b) Be visible from or obstruct views from a regional riding, hiking, or multi-use trail?	☐	☐	☐	☒

The nearest hiking trails to the project site are: Pinon Pathway Trail, Devil's Chair Trail, and South Fork Trail. All of these trails are located more than 13 miles south of the site. The Project would not be visible from a public trail nor obstruct views of a public trail. No impact would occur.

c) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

The proposed gazebo and fitness zone would be constructed on a portion of the existing grassy field in the southeast portion of the park. The proposed shade structure would be constructed over a portion of the existing playground. The proposed skate park would be constructed directly east of the gymnasium. However, the Project is not located within the vicinity of a state scenic highway. Therefore, no impact would occur.

Photo 1: Area 1, facing east

Photo 2: Area 1, facing north

Photo 3: Area 2, facing east

Photo 4: Area 3, facing southeast

d) Substantially degrade the existing visual character or quality of public views of the site and its surroundings because of height, bulk, pattern, scale, character, or other features or conflict with applicable zoning and other regulations governing scenic quality? (Public views are those that are experienced from publicly accessible vantage point)	☐	☐	☒	☐

The construction phase of the Proposed Project would introduce equipment and personnel, which would disturb the existing landscape. This could be perceived as an impact to the visual character or quality of the site; however, these activities would be short-term and would only last during construction. As discussed in the response to question 1.a above, less than significant impacts would result to the County designated scenic corridor. The Project would be a continuation of the existing suburban park. Development of the Proposed Project would increase the usable developed area of the site with an approximately 25,000 square foot skate park and would incorporate amenities such as a gazebo, a fitness zone with shade structure, shade structure for existing playground, a gazebo and associated ADA improvements. In addition, the proposed structures, paved areas and landscaped areas would be visually compatible with the existing park facilities because they would use similar materials (paving and stucco) and similar landscaping (shrubs and trees). Impacts to the existing visual character and visual quality of the site would be less than significant.

e) Create a new source of substantial shadows, light, or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

The Proposed Project would introduce new light fixtures for the skate park. These light fixtures would provide increased visibility and security. The new lighting would be consistent in height, design, and illumination with existing lighting within the park (existing sports field lighting on the soccer and baseball fields, parking lot lighting, and safety lighting around restrooms and walkways). In addition, the park buildings and facilities would be closed and lighting would be turned off by 10 p.m. every evening (except for infrequent special events, when they may be open later), which would limit ambient nighttime lighting and vehicular glare impacts to the neighboring communities during nighttime hours. The Project would comply with County regulations and design standards, including the use of shielding around light fixtures at the edge of the skate park to minimize spillover effects on surrounding properties. Due to the developed nature of the existing property and the shielded design of light fixtures on the site, impacts from lighting would be less than significant.

2. AGRICULTURE / FOREST

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒

Agriculture and forestry resources in the project area were evaluated with regard to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP) and County General Plan 2035. The State CEQA Guidelines (Section 21060.1(a), PRC 21000-21177) define agricultural land to mean "prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture (USDA) land inventory and monitoring criteria, as modified for California," and is herein collectively referred to as "Farmland."

The California Mapping and Monitoring Program, Important Farmlands Map of Los Angeles County lists the soils on the project site as Urban and Built-Up Land (CDC 2017). Therefore, the Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

b) Conflict with existing zoning for agricultural use, with a designated Agricultural Resource Area, or with a Williamson Act contract?	☐	☐	☐	☒

The project site is zoned Open Space Parks and Recreation (OS-PR) according to the Antelope Valley Area Plan (County of Los Angeles 2015a). No portion of the site is zoned for agricultural use or under a Williamson Act Contract (CDC 2017). As such, no conflict with a zoning for agricultural use, a designated Agricultural Resource Area, or a Williamson Act contract would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code § 12220 (g)), timberland (as defined in Public Resources Code § 4526), or timberland zoned Timberland Production (as defined in Government Code § 51104(g))?	☐	☐	☐	☒

"Forest land" as defined by Public Resources Code Section 12220(g) is "…land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits."

"Timberland" as defined by Public Resources Code Section 4526 means "…land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis."

"Timberland zoned Timberland Production" is defined by Public Resources Code Section 51104(g) as "..an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision h."

The project site is not zoned for forest land, timberland, or timberland production. The proposed Area 2 and Area 3 are located on developed land. Area 1 is located on undeveloped land which does not contain forestland or timberland. Surrounding areas include undeveloped land, the Tameobit Wildlife Sanctuary, and residential uses. No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

As discussed above, the project site is not zoned for forest land, timberland, or timberland production and does not contain any forestland or timberland. Surrounding areas are devoted to open space and residential/commercial uses. No impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

The project site and the surrounding properties are not currently zoned or used for agriculture. As such, the Proposed Project would not result in the conversion of forest land to non-forest use. No impact would occur.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with or obstruct implementation of applicable air quality plans of either the South Coast AQMD (SCAQMD) or the Antelope Valley AQMD (AVAQMD)?	☐	☐	☒	☐

Project Construction-Generated Criteria Air Quality Emissions

Construction-generated emissions are temporary and short term but have the potential to represent a significant air quality impact. Three basic sources of short-term emissions would be generated through construction of the Proposed Project: operation of the construction vehicles (i.e., excavators, trenchers, dump trucks), the creation of fugitive dust during clearing and grading, and the use of asphalt or other oil-based substances during paving activities. Construction activities such as excavation and grading operations, construction vehicle traffic, and wind blowing over exposed soils would generate exhaust emissions and fugitive particulate matter emissions that affect local air quality at various times during construction. Effects would be variable depending on the weather, soil conditions, the amount of activity taking place, and the nature of dust-control efforts.

Construction-generated emissions associated with the Proposed Project were calculated using the California Air Resources Board (CARB)-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. See Appendix A for more information regarding the construction assumptions, including construction equipment and duration, used in this analysis.

Predicted maximum daily and maximum annual construction-generated emissions for the Proposed Project are summarized in Table 1. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the Antelope Valley Air Quality Management District (AVAQMD)'s thresholds of significance. As shown below in Table 1, construction of the Project would occur in four phases, and the construction emissions were calculated using two separate modeling calculations to accurately account for various construction activities. The first modeling calculation predicts emissions associated with construction of Phase 1 through Phase 3 and the second modeling calculation predicts emissions associated with construction of Phase 4.

Table 1. Construction-Related Criteria Pollutant Emissions						
Construction Year	**Pollutant**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Phase 1, Phase 2 & Phase 3 Construction						
Annual (Maximum Tons per Year)						
Construction in 2022	0.03	0.37	0.34	0.00	0.03	0.02
AVAQMD Potentially Significant Impact Annual Threshold	*25*	*25*	*100*	*25*	*15*	*12*
Exceed AVAQMD Threshold?	**n/a**	**No**	**No**	**No**	**No**	**No**
Daily (Maximum Pounds per Day)						
Construction in 2022	1.17	11.71	9.28	0.01	1,42	0.96
AVAQMD Potentially Significant Impact Daily Threshold	*137*	*137*	*548*	*137*	*82*	*65*
Exceed AVAQMD Threshold?	**n/a**	**No**	**No**	**No**	**No**	**No**
Phase 4 Construction						
Annual (Maximum Tons per Year)						
Construction in 2023	0.03	0.31	0.35	0.00	0.02	0.01
AVAQMD Potentially Significant Impact Daily Threshold	*25*	*25*	*100*	*25*	*15*	*12*
Exceed AVAQMD Threshold?	**n/a**	**No**	**No**	**No**	**No**	**No**
Daily (Maximum Pounds per Day)						
Construction in 2023	0.74	7.42	7.75	0.01	1.17	0.75
AVAQMD Potentially Significant Impact Daily Threshold	*137*	*137*	*548*	*137*	*82*	*65*
Exceed AVAQMD Threshold?	**n/a**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

Notes: Summer emissions utilized for daily emissions (pounds per day). Emission reduction/credits for construction emissions are applied based on the required implementation of AVAQMD Rule 403. The specific Rule 403 measures applied in CalEEMod include the following: water exposed surfaces three times daily and limit speeds on unpaved roads to 15 miles per hour.

As shown in Table 1, Project construction would not exceed the regional AVAQMD threshold for construction during any construction phase. The AVAQMD's criteria pollutant significance thresholds were set at emission levels tied to the region's attainment status. Therefore, since the project's emissions do not exceed AVAQMD thresholds, no exceedance of the ambient air quality standards would occur, and no health effects from project criteria pollutants would occur.

Post-Project Implementation Criteria Air Quality Emissions

Post-Project implementation would result in low to moderate quantities of long-term emissions of criteria air pollutants. Project-generated increases in emissions would be predominantly associated with mobile emissions, specifically new trips to the project site due to the proposed new amenities.

The AVAQMD's (2016) *California Environmental Quality Act (CEQA) And Federal Conformity Guidelines* identifies both annual and daily significance thresholds for CO, NO_X, ROG, SO_x, PM_{10}, and $PM_{2.5}$. Criteria air pollutant emissions associated with the implementation of the Proposed Project were calculated using CalEEMod. Predicted maximum annual and daily emissions of criteria air pollutants for Project implementation are summarized in Table 2.

Table 2. Post-Project Implementation-Related Emissions

Operations	Maximum Pollutants (pounds per day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Annual (Maximum Tons per Year)						
Area Source	0.00	0.00	0.00	0.00	0.00	0.00
Energy Use	0.00	0.00	0.00	0.00	0.00	0.00
Mobile Source	0.00	0.02	0.06	0.00	0.01	0.00
Total	**0.00**	**0.02**	**0.06**	**0.00**	**0.01**	**0.00**
AVAQMD Annual Significance Threshold	*25*	*25*	*100*	*25*	*15*	*12*
Exceed AVAQMD Annual Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Daily (Maximum Pounds per Day)						
Area Source	0.00	0.00	0.00	0.00	0.00	0.00
Energy Use	0.00	0.00	0.00	0.00	0.00	0.00
Mobile Source	0.03	0.16	0.40	0.00	0.11	0.03
Total	**0.03**	**0.16**	**0.40**	**0.00**	**0.11**	**0.03**
AVAQMD Daily Significance Threshold	*137*	*137*	*548*	*137*	*82*	*65*
Exceed AVAQMD Daily Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: CalEEMod version 2016.3.2; ECORP 2020a. Refer to Appendix A for Model Data Outputs.

Notes: Emissions projections account for a trip generation rate identified by KOA 2020.

As indicated in Table 2, emissions generated due to implementation of the Project would not exceed AVAQMD annual or daily significance thresholds. The AVAQMD's criteria pollutant significance thresholds were set at emission levels tied to the region's attainment status. Therefore, since the Project's emissions do not exceed AVAQMD thresholds, no exceedance of the ambient air quality standards would occur, and no health effects from project criteria pollutants would occur.

Conflict with AVAQMD Air Quality Attainment Plans

The AVAQMD is subject to several air quality attainment plans. As explained previously, the air basin is in nonattainment of state O_3 and PM_{10} standards and nonattainment for federal O_3 standards. As such, the air basin promulgates rules and regulations aimed at reducing emissions of O_3 and PM_{10} within the air basin. The AVAQMD has in place Reasonably Available Control Technology (RACT) requirements and emission rules for the majority of emission sources; published in several different regulatory documents. The most recent RACT requirements were adopted in 2015. As previously described, a project conforms with the AVAQMD Attainment Plans if it complies with all applicable district rules and regulations, complies with all proposed control measures from the applicable plan(s), and is consistent with the growth forecasts in the applicable plan(s) (or is directly included in the applicable plan). A project is nonconforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. Conformity with growth forecasts can be established by demonstrating that the Project is consistent with the land use plan that was used to generate the growth forecast.

Several AVAQMD rules which have been adopted over the years apply to the Project. Rule 403 – *Fugitive Dust*, prohibits visible dust beyond the property line of the emission source, requires "every reasonable precaution" to minimize fugitive dust emissions and prevent trackout of materials onto public roadways, and prohibits greater than 100 $\mu g/m^3$ difference between upwind and downwind particulate concentrations. Rule 402 prohibits nuisance due to air quality contaminants and Rule 401 limits visibility of fugitive dust to less than No. 1 on the Ringelmann Chart (i.e., 20 percent opacity). The Project must comply with these and all other applicable rules and control measures, and as such would be consistent with the emission-reduction goals of the AVAQMD Attainment Plans.

Furthermore, the Proposed Project is consistent with the growth forecasts used to inform AVAQMD air quality planning. The Proposed Project would not result in population growth and would not cause an increase in currently established population projections. The Proposed Project does not include residential development or large local or regional employment centers, and thus would not result in significant population or employment growth. The Project is intended to expand and add amenities to the existing park facilities. As such, the Proposed Project would not conflict or obstruct implementation of the AVAQMD Attainment Plans and would be consistent with emission-reduction goals.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒

The cumulative setting for air quality includes Los Angeles County and the Mojave Desert Air Basin (MDAB). The region is designated as a nonattainment area for state O_3 and PM_{10} standards and nonattainment for

federal O_3 standards (CARB 2018). Cumulative growth in population, vehicle use, and industrial activity could inhibit efforts to improve regional air quality and attain the ambient air quality standards. Thus, the setting for this cumulative analysis consists of the MDAB and associated growth and development anticipated in the air basin.

The AVAQMD's approach to assessing cumulative impacts is based on whether a proposed project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations. In other words, the AVAQMD considers the impact of a project to be less than cumulatively considerable if it does not exceed significance thresholds under project-level conditions and does not conflict with the AVAQMD's air quality plans. As identified above in Table 1 and Table 2, the Project would not exceed AVAQMD annual or daily significance thresholds. Additionally, as previously described the Project would not conflict with any AVAQMD air quality plans. Thus, the Project would not result in a cumulative air quality impact.

c) Expose sensitive receptors to substantial pollutant concentrations? ☐ ☐ ☐ ☒

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Construction-Generated Air Contaminants

Construction-related activities would result in temporary Project-generated emissions of diesel particulate matter (DPM), ROG, NOx, CO, and PM_{10} from the exhaust of off-road, heavy-duty diesel equipment for site preparation (e.g., clearing, grading); soil hauling truck traffic; paving; and other miscellaneous activities. However, as shown in Table 2, the Project would not exceed the AVAQMD emission thresholds. The portion of the MDAB which encompasses the Project area is designated as a nonattainment area for state O_3 and PM_{10} standards and nonattainment for federal O_3 standards (CARB 2018). Thus, existing O_3 and PM_{10} levels in the MDAB are at unhealthy levels during certain periods.

The health effects associated with O_3 are generally associated with reduced lung function. Because the Project would not involve construction activities that would result in O_3 precursor emissions (ROG or NO_x) in excess of the AVAQMD thresholds. The Project is not anticipated to substantially contribute to regional O_3 concentrations and the associated health impacts.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions. The Project would not involve construction activities that would result in CO emissions in excess of the AVAQMD thresholds. Thus, the Project's CO emissions would not contribute to the health effects associated with this pollutant.

Particulate matter (PM_{10} and $PM_{2.5}$) contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing. For construction activity, DPM is the primary toxic air contaminant (TAC) of concern. Particulate exhaust emissions from diesel-fueled engines (i.e., DPM) were identified as a TAC by the CARB in 1998. The potential cancer risk from the inhalation of DPM, as discussed below, outweighs the potential for all other health impacts (i.e., non-cancer chronic risk, short-term acute risk) and health impacts from other TACs. Based on the emission modeling conducted, the maximum onsite construction-related daily emissions of exhaust $PM_{2.5}$, considered a surrogate for DPM, would be of 0.51 pounds per day during 2022 construction and 0.34 pounds/day during 2023 construction (see Appendix A). ($PM_{2.5}$ exhaust is considered a surrogate for DPM because more than 90 percent of DPM is less than 1 micron in diameter and therefore is a subset of particulate matter under 2.5 microns in diameter (i.e., $PM_{2.5}$). Most $PM_{2.5}$ derives from combustion, such as use of gasoline and diesel fuels by motor vehicles.) As with O_3 and NO_x, the Project would not generate emissions of PM_{10} or $PM_{2.5}$ that would exceed the AVAQMD's thresholds. Additionally, the Project would be required to comply with AVAQMD Rule 403 described above, which limits the amount of fugitive dust generated during construction. Accordingly, the Project's PM_{10} and $PM_{2.5}$ emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, the Project would not result in a potentially significant contribution to regional concentrations of nonattainment pollutants and would not result in a significant contribution to the adverse health impacts associated with those pollutants.

Post-Project Implementation Related Air Contaminants

Implementation of the Proposed Project would not result in the development of any substantial sources of air toxics. There are no stationary sources associated with the implementation of the Project. The Project would not attract heavy-duty trucks, a substantial source of DPM emissions, that spend long periods queuing and idling at the site. Therefore, the Project would not be a significant source of TACs after implementation.

Carbon Monoxide Hot Spots

It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Concentrations of CO are a direct function of the number of vehicles, length of delay, and traffic flow conditions. Under certain meteorological conditions, CO concentrations close to congested intersections that experience high levels of traffic and elevated background concentrations may reach unhealthy levels, affecting nearby sensitive receptors. Given the high traffic volume potential, areas of high CO concentrations, or "hot spots," are typically associated with intersections that are projected to operate at unacceptable levels of service during the peak commute hours. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. However, transport of this criteria pollutant is extremely limited, and CO disperses rapidly with distance from the source under normal meteorological conditions. Furthermore, vehicle emissions standards have become increasingly more stringent in the last 20 years. In 1993, much of the state was designated nonattainment under the CAAQS and NAAQS for CO. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the

turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration across the entire state is now designated as attainment. Detailed modeling of Project-specific CO "hot spots" is not necessary and thus this potential impact is addressed qualitatively.

A CO "hot spot" would occur if an exceedance of the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. A study conducted in Los Angeles County by the South Coast Air Quality Management District (SCAQMD) is helpful in showing the amount of traffic necessary to result in a CO Hotspot. The SCAQMD analysis prepared for CO attainment in the SCAQMD's *1992 Federal Attainment Plan for Carbon Monoxide* in Los Angeles County and a Modeling and Attainment Demonstration prepared by the SCAQMD as part of the 2003 Air Quality Management Plan can be used to demonstrate the potential for CO exceedances of these standards. The SCAQMD conducted a CO hot spot analysis as part of the 1992 CO Federal Attainment Plan at four busy intersections in Los Angeles County during the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood), Wilshire Boulevard and Veteran Avenue (Westwood), Sunset Boulevard and Highland Avenue (Hollywood), and La Cienega Boulevard and Century Boulevard (Inglewood). The busiest intersection evaluated was at Wilshire Boulevard and Veteran Avenue, which has a traffic volume of approximately 100,000 vehicles per day. Despite this level of traffic, the CO analysis concluded that there was no violation of CO standards (SCAQMD 1992). To establish a more accurate record of baseline CO concentrations, a CO "hot spot" analysis was conducted in 2003 at the same four busy intersections in Los Angeles at the peak morning and afternoon time periods. This "hot spot" analysis did not predict any violation of CO standards. The highest one-hour concentration was measured at 4.6 ppm at Wilshire Boulevard and Veteran Avenue and the highest eight-hour concentration was measured at 8.4 ppm at Long Beach Boulevard and Imperial Highway.

Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact.

The proposed amenities are anticipated to generate 24 new trips a day during the week and 16 new trips a day on the weekend (KOA 2020). Because the Proposed Project would not result in traffic volumes at any intersection of more than 100,000 vehicles per day, or even 44,000 vehicles per day, there is no likelihood of the Project traffic exceeding CO values. No impact would occur.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☒

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache).

With respect to odors, the human nose is the sole sensing device. The ability to detect odors varies considerably among the population and overall is quite subjective. Some individuals have the ability to smell

minute quantities of specific substances; others may not have the same sensitivity but may have sensitivities to odors of other substances. In addition, people may have different reactions to the same odor; in fact, an odor that is offensive to one person (e.g., from a fast-food restaurant) may be perfectly acceptable to another. It is also important to note that an unfamiliar odor is more easily detected and is more likely to cause complaints than a familiar one. This is because of the phenomenon known as odor fatigue, in which a person can become desensitized to almost any odor and recognition only occurs with an alteration in the intensity.

Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. For instance, if a person describes an odor as flowery or sweet, then the person is describing the quality of the odor. Intensity refers to the strength of the odor. For example, a person may use the word "strong" to describe the intensity of an odor. Odor intensity depends on the odorant concentration in the air. When an odorous sample is progressively diluted, the odorant concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that the detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odorant reaches a detection threshold. An odorant concentration below the detection threshold means that the concentration in the air is not detectable by the average human.

Construction

During construction, the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the site. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Given that there are no natural topographic features (e.g., canyon walls) or manmade structures (e.g., tall buildings) that would potentially trap such emissions, construction-related odors would occur at magnitudes that would not affect substantial numbers of people.

Post-Project Implementation

CARB's *Air Quality and Land Use Handbook* (2005) identifies the sources of the most common operational odor complaints received by local air districts. Typical sources include facilities such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations. The Project does not contain any of the land uses identified as typically associated with emissions of objectionable odors. No impact would occur.

4. BIOLOGICAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)?	☐	☒	☐	☐

ECORP Consulting, Inc. conducted a biological reconnaissance survey for the Project in April 2020 (ECORP 2020b; Appendix B). The survey of the project site was conducted to identify biological resources that could be affected by the Proposed Project, pursuant to the terms of CEQA and for the purposes of identifying any biological constraints that would affect the site plan for the Project.

The project site is generally classified as disturbed and developed/landscaped. No special-status plant or wildlife species were observed during the biological survey. Twenty-three special-status plant species were identified in the literature review and database searches but based on the disturbed/developed conditions of the project site and the lack of suitable habitat, all 23 species were presumed absent from the project site. As such, the Project would have no impacts to special-status plant species.

The literature review and database searches identified 21 special-status wildlife species that occur in the vicinity of the project site, but based on condition of the project site and the available habitat, only two species were determined have low potential to occur on the project site and may require mitigation and/or avoidance measures. The remaining 19 species identified in the literature review and database searches are presumed absent from the project site due to the absence of records in the vicinity and/or lack of suitable habitat on the project site.

Burrowing owl, a California Department of Fish and Wildlife (CDFW) Special Species of Concern (SSC), was identified to have a low potential to occur on the project site within the proposed skate park area location. There is no suitable habitat for burrowing owl in the portions of the project site within the existing developed Park. The project site contained only marginally suitable foraging and burrowing habitat, and a single burrow of adequate size was observed within the project site during the survey. No records of burrowing owl were documented within five miles of the project site. Although burrowing owls may not have been present when the survey was conducted, the species is mobile and could take up residence at any time. Direct impacts in the form of habitat loss and indirect impacts in the form of construction noise and ground vibrations may occur in the proposed skate park area of the project site. Impacts to burrowing owl would be less than significant with the implementation of **Mitigation Measure BIO-1**.

Loggerhead shrike, a CDFW SSC, was also determined to have a low potential to occur on the project site due to the presence of suitable foraging and nesting habitat. No records of loggerhead shrike were documented within five miles of the project site. Direct impacts to nesting loggerhead shrike may occur through removal of the larger shrubs on the project site. Impacts to loggerhead shrike would be less than significant with the implementation of **Mitigation Measure BIO-2**.

The project site contained suitable nesting habitat for bird species protected under the Migratory Bird Treaty Act (MBTA). Development of the project site will be required to comply with the MBTA and avoid impacts to nesting birds. If construction of the Project occurs during the bird-breeding season (typically February 1 through August 31), ground-disturbing construction activities could directly affect birds protected by the MBTA and their nests through the removal of habitat and indirectly through increased noise. Impacts to nesting birds would be less than significant with the implementation of **Mitigation Measure BIO-2**.

The project site is not located within any USFWS-designated critical habitat. The closest designated critical habitat is for desert tortoise (*Gopherus agassizii*) and is located approximately 9.5 miles northeast of the project site.

With implementation of **Mitigation Measures BIO-1** and **BIO-2**, impacts would be less than significant.

> **BIO-1: Pre-construction Surveys for Burrowing Owl.** Pre-construction surveys for burrowing owl shall be conducted prior to the start of construction in the proposed skate park area of the project site. Pre-construction surveys for burrowing owl would not be required for the portions of the project site within the existing developed Park. The surveys shall follow the methods described in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012). Two surveys shall be conducted, with the first survey being conducted between 30 and 14 days before initial ground disturbance (grading, grubbing, and construction), and the second survey being conducted no more than 24 hours prior to initial ground disturbance. If burrowing owls and/or suitable burrowing owl burrows with sign (e.g., whitewash, pellets, feathers, prey remains) are identified on the project site during the survey and impacts to those features are unavoidable, consultation with the CDFW shall be conducted and the methods described in the CDFW's Staff Report on Burrowing Owl Mitigation (CDFW 2012) for avoidance and/or passive relocation shall be followed.
>
> **BIO-2: Pre-construction Nesting Bird Survey.** If construction activities are scheduled to occur during the bird breeding season (February through August for raptors and March through August for the majority of migratory bird species), a pre-construction nesting bird survey shall be conducted by a qualified biologist to ensure that active bird nests, including those for the loggerhead shrike, will not be disturbed or destroyed. The survey shall be completed no more than 14 days prior to initial ground disturbance. The nesting bird survey shall include the project site and adjacent areas where Project activities have the potential to affect active nests, either directly or indirectly due to construction activity or noise. If an active nest is identified, a qualified biologist shall establish an appropriate disturbance limit buffer around the nest using flagging or staking. Construction activities shall not occur within any disturbance limit buffer zones until the nest is deemed inactive by the qualified biologist.

b) Have a substantial adverse effect on any sensitive natural communities (e.g., riparian habitat, coastal sage scrub, oak woodlands, non-jurisdictional wetlands) identified in local or regional plans, policies, regulations or by CDFW or USFWS? ☐ ☐ ☐ ☒

The project site itself is classified entirely as disturbed and developed/landscaped land cover types, no native or non-native vegetation communities were present within the boundaries of the project site (Appendix B). Vegetation communities present adjacent to and surrounding the project site include disturbed saltbush (*Atriplex canescens*) scrub, Freemont cottonwood (*Populus fremontii*) forest, and Tamarisk (*Tamarix spp.*) thickets. These communities were not present within the project site boundaries.

The Project site did not contain any riparian habitat or sensitive natural communities that would need to be preserved and no project-related impacts to these types of resources are anticipated with the development of the Project. No impact would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means? ☐ ☒ ☐ ☐

An aquatic resources delineation field assessment was conducted by ECORP on January 29, 2020. According to the results of the aquatic resources delineation, Waters of the U.S. are not present within the project site or the buffer area that was surveyed. There are, however, features within the proposed skate park area that would qualify under CDFW jurisdiction and SWRCB jurisdiction, including four ephemeral drainages, two shallow basins, and two habitat types: tamarisk thickets and Fremont cottonwood forest (see Figure 5 of Appendix B). Impacts to these areas would be considered to be significant under CEQA and would require both mitigation and regulatory permitting under the California Fish and Game Code (Section 1600) and the federal Clean Water Act (CWA) (Section 401). Mitigation for impacts could include on- or offsite habitat creation, enhancement, rehabilitation, or restoration. Alternatively, a payment of in-lieu fee to compensate for impacts may be possible. Typically, the type of mitigation and acreage of mitigation is negotiated with the regulatory agencies during the permitting process. **Mitigation Measure BIO-3** would ensure that all impacts are reduced to less than significant.

> **BIO-3: Aquatic Resources Regulatory Permitting.** If Project-related impacts will occur to areas under the jurisdiction of the CDFW or SWRCB, then a regulatory permit with those agencies is needed prior to the impact occurring. Permitting includes preparation and submittal of a Notification of Lake or Streambed Alteration under Section 1600 of the California Fish and Game Code. The permit process will take approximately six months, as long as the impacts are relatively minor. A completed CEQA document, and Notice of Determination, will be necessary to submit along with the applications. Other items such as finalized project plans, quantities of fill material, supporting technical studies and so on are also submitted along with the applications. As a part of this process, the project must also identify and approve mitigation through the respective agencies. Mitigation can include onsite or offsite options or could include payment of an in-lieu fee to a conservation organization. Types of mitigation can include

restoration, creation, rehabilitation, enhancement, or other types of habitat improvement. Typically, the type of mitigation and acreage of mitigation is negotiated with the regulatory agencies during the permitting process.

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

The concept of habitat corridors addresses the linkage between large blocks of habitat that allow the safe movement of mammals and other wildlife species from one habitat area to another. The definition of a corridor varies, but corridors may include such areas as greenbelts, refuge systems, underpasses, and biogeographic land bridges. In general, a corridor is described as a linear habitat, embedded in a dissimilar matrix, which connects two or more large blocks of habitat. Wildlife movement corridors are critical for the survivorship of ecological systems for several reasons. Corridors can connect water, food, and cover sources, spatially linking these three resources with wildlife in different areas. In addition, wildlife movement between habitat areas provides for the potential of genetic exchange between wildlife species populations, thereby maintaining genetic variability and adaptability to maximize the success of wildlife responses to changing environmental conditions. This is especially critical for small populations subject to loss of variability from genetic drift and effects of inbreeding. The nature of corridor usage and wildlife movement patterns vary greatly among species.

The project site was assessed for its ability to function as a wildlife corridor. The project site itself does not support any significant drainages or areas that have the potential to serve as wildlife movement corridors, and it is unlikely that wildlife use the project site for regional or local movement because of the fencing dividing the site and the level of development and human presence within the site. The desert wash that runs north of the project site may serve as a wildlife movement corridor and wildlife may move parallel to the project site but would not be expected to pass through the site in any substantial way (Appendix B). Impacts would be less than significant.

e) Convert oak woodlands (as defined by the state, oak woodlands are oak stands with greater than 10% canopy cover with oaks at least 5 inch in diameter measured at 4.5 feet above mean natural grade) or other unique native woodlands (juniper, Joshua, southern California black walnut, etc.)?	☐	☐	☐	☒

The project site itself is classified entirely as disturbed and developed/landscaped land cover types, no native or non-native vegetation communities were present within the boundaries of the project site (Appendix B). Vegetation communities present adjacent to and surrounding the project site include disturbed saltbush (*Atriplex canescens*) scrub, Freemont cottonwood (*Populus fremontii*) forest, and Tamarisk (*Tamarix spp.*) thickets. These communities were not present within the project site boundaries. The project site does not contain any oak woodlands or other unique native woodlands. No impact would occur.

f) Conflict with any local policies or ordinances protecting biological resources, including Wildflower Reserve Areas (L.A. County Code, Title 12, Ch. 12.36), the Los Angeles County Oak Tree Ordinance (L.A. County Code, Title 22, Ch. 22.174), the Significant Ecological Areas (SEAs) (L.A. County Code, Title 22, Ch. 102), and Sensitive Environmental Resource Areas (SERAs) (L.A. County Code, Title 22, Ch. 22.44)?	☐	☐	☐	☒

The Los Angeles County Sensitive Environmental Resource Areas (SERAs) are located within the Santa Monica Mountain region, and thus do not fall within the project area. According to the Los Angeles County Code of Ordinances § 12.36.020, the project site is not located in a designated Wildflower Reserve Area. Significant Ecological Area (SEA) is a Los Angeles County land use designation for areas that the County determines to be biologically valuable. The project site is located adjacent to, but not within, the Antelope Valley SEA. Furthermore, there are no oak trees located on the project site; the Oak Tree Ordinance would not apply. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources.

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

The project site is not located within a Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP). Therefore, development of the project site will not conflict with the provisions of an adopted HCP, NCCP, or other approved local, regional or state HCP. No impacts would occur.

5. CULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines § 15064.5?	☐	☒	☐	☐

ECORP completed a records search for the project area at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) at California State University, Fullerton on October 31, 2019. The purpose of the records search was to determine the extent of previous surveys within a one-mile (1,600-meter) radius of the Proposed Project, and whether previously documented pre-contact or historic archaeological sites, architectural resources, or traditional cultural properties exist within this area. Materials reviewed included reports of previous cultural resources investigations, archaeological site records, historical maps, and listings of resources on the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Points of Historical Interest, California Landmarks, and National Historic Landmarks. In addition to the records search, ECORP contacted the California Native American Heritage Commission (NAHC) on February 27, 2020, to request a search of the Sacred Lands File for the project area. The results of the search showed no Sacred Land claims have been filed in the project area; however, the absence of specific site information in the search does not indicate the absence of cultural resources in any project area (ECORP 2020c; Appendix C).

Pursuant to CEQA Section 15064.5, historical resource is a term that includes buildings, sites, structures, objects, or districts, each of which may have historical, prehistoric, architectural, archaeological, cultural, or scientific importance and is eligible for listing or is listed in the CRHR. The records search results indicated that 22 previous cultural resources studies have been conducted within the one-mile records search radius of the project area between 1968 and 2011. Of these, six studies encompassed portions of the project area. One resource has been previously recorded within the project area: the NRHP-eligible, pre-contact (prehistoric) Lovejoy Springs occupation site (CA-LAN- 192/P19-000192).

CA-LAN-192 has been previously evaluated and found eligible for listing in the NRHP. As an NRHP-eligible resource, CA-LAN-192 is automatically considered a Historical Resource under CEQA. Construction activity within Areas 2 and 3 would occur within portions of a developed park constructed on an imported fill cap covering CA-LAN-192. If activity in these areas does not penetrate beneath the depth of the fill-soil cap, construction in these areas would be unlikely to disturb the site deposit. For a better description of the fill cap see the testing report (Appendix C). Area 1 contains a mix of native and imported fill soil with a deposit of surface artifacts identified during the field visit. The surface sediments in this area are highly disturbed and the depth of disturbance is unknown. Based on a review of previous studies, the majority of CA-LAN-192 has been subject to previous disturbance, with the only intact midden deposits protected under the fill cap that underlies the developed portion of the park. Because CA-LAN-192 is a Historical Resource, as defined by CEQA, and the project area contains visible surface-level portions of the site, proposed construction would result in an impact to a Historical Resource; however, if this disturbance is located entirely within previously

disturbed sediments, the impact can be brought to a less than significant level with implementation of **Mitigation Measure CUL-1**.

CUL-1: Archaeological and Tribal Monitoring.

- A Registered Professional Archaeologist and a tribal monitor from SMBMI or FTBMI shall monitor all ground-disturbing activities within undisturbed sediments, defined as all sediments that do not consist of imported fill. If intact deposits, either associated with CA-LAN-192 or otherwise, is identified during construction, then all work must halt within a 100-foot radius of the discovery. The archaeologist shall immediately notify DPR, San Manuel Band of Mission Indians, and Fernandeño Tataviam Band of Mission Indians. DPR, in consultation with the Project Archaeologist, the San Manuel Band of Mission Indians, and Fernandeño Tataviam Band of Mission Indians, shall develop a data recovery plan. The data recovery plan will outline the research design, data recovery methods, and specialized studies that will be used during data recovery activities. At the completion of all data recovery activities the Project Archaeologist will prepare a data recovery report for submission to the DPR and the two Tribes.

- All pre-contact artifacts shall be assumed to be associated with CA-LAN-192 and will be treated in accordance with TCR-3.

- If a historic-period resource associated with Euro-American occupation of the region is identified all work must halt within a 100-foot radius of the discovery.

    - If the Professional Archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required.

    - If the professional archaeologist determines that the find does represent a historic-period cultural resource, he or she shall immediately notify DPR. The agency shall consult on a finding of eligibility and implement appropriate treatment measures, if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines. Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the site either: 1) is not a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines; or 2) that the treatment measures have been completed to their satisfaction.

- If human remains, or remains that are potentially human, are identified during construction of the Project, the protocols in TCR-4 for Unanticipated Discovery shall be followed.

- Following the completion of all monitoring activities the Project Archaeologist shall prepare a monitoring report for submission to the County as outlined in TCR-2.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines § 15064.5?	☐	☒	☐	☐

Archaeological resources are defined as the physical remains of past human activities and can be either prehistorical or historical in origin. Archaeological sites are locations that contain evidence of human activity. In general, an archaeological site is defined by a significant accumulation, or presence, of one or more of the following: food remains, waste from the manufacturing of tools, concentrations or alignments of stones, modification of rock surfaces, unusual discoloration or accumulation of soil, or human skeletal remains.

ECORP performed a field survey of the project site on March 5, 2020. As a result of the field survey, five pre-contact artifacts associated with the Lovejoy Springs site and one non-diagnostic faunal bone were identified within or directly adjacent to the project area. While the surface artifacts were found in a disturbed context, CA-LAN-192 is known to contain deep subsurface deposits. Although the surface sediments within Area 1 are disturbed, the depth of disturbance varies across the park and is unknown in that area. The presence of artifacts on the surface indicates that cultural material is likely mixed in with these disturbed sediments. Areas 2 and 3 are known to contain intact midden underneath the imported fill cap (Appendix C). Thus, the likelihood of construction activities unearthing cultural materials is considered extremely high. If this disturbance is located entirely within previously disturbed sediments, the impact can be brought to a less than significant level with implementation of **Mitigation Measure CUL-1**. If construction would reach into undisturbed deposits, an additional impact assessment would be needed to determine if the construction would result in a significant impact to the site.

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

The Project is located in an area that does not contain rock outcrops or geologic formations likely to harbor significant fossil deposits. A paleontological records search was conducted by the Natural History Museum of Los Angeles County in 2009, which did not locate any vertebrate fossils within the project boundaries (ESA 2009). Further, bedrock in the project area consists of igneous rocks which do not contain fossils and surface and near-surface sediments consist of younger Quaternary Alluvium which "usually do not contain significant vertebrate fossils." Thus, the area is considered to be of low sensitivity.

While fossils are not expected to be discovered during project construction, there always remains a potential for ground-disturbing activities to expose previously unrecorded paleontological resources, even in areas with a low likelihood of occurrence. The implementation of **Mitigation Measure CUL-2** would ensure that if any such resources are found during construction of the Project, they would be handled according to the proper regulations and any potential impacts would be reduced to less than significant levels.

> **CUL-2: Unanticipated Discovery – Paleontological Resource.** If paleontological resources (i.e., fossil remains) are discovered during excavation activities, the contractor will notify the County and cease excavation within 100 feet of the find until a qualified paleontological professional can provide an evaluation of the site. The qualified paleontological professional will evaluate the significance of the find and recommend appropriate measures for the disposition of the site (e.g. fossil recovery, curation, data recovery, and/or monitoring). Construction activities may continue on other parts of the construction site while evaluation and treatment of the paleontological resource takes place.

d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

In 1968, prior to County ownership of the site and prior to establishment of the park, a prehistoric cemetery was exposed and partially destroyed at CA-LAN-192 during massive excavations for the artificial Lake Los Angeles. The cemetery appears to be spatially restricted to the southcentral portion of the CA-LAN-192 site and was mostly covered under fill during the original park construction. However, the possibility exists that human remains could be uncovered during construction of the Proposed Project. Implementation of **Mitigation Measure CUL-1** would ensure that impacts to human remains are less than significant.

6. ENERGY

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Project construction is expected to have a nominal effect on local and regional energy supplies. No unusual project characteristics would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or the state. Construction contractors would purchase their own gasoline and diesel fuel from local suppliers and would conserve the use of their supplies to minimize costs to their profits. Additionally, construction equipment fleet turnover and increasingly stringent state and federal regulations on engine efficiency combined with state regulations limiting engine idling times and requiring recycling of construction debris, would further reduce the amount of transportation fuel demand during project construction. For these reasons, it is expected that construction fuel consumption associated with the Proposed Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature.

The Proposed Project would not result in any unusual characteristics that would result in excessive long-term operational energy consumption. Energy consumption associated with the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. For these reasons, this impact would be less than significant.

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

The Project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. Relevant energy conservation plans specific to Lake Los Angeles are included in the Antelope Valley Area Plan, specifically the Land Use Element, Conservation and Open Space Element, and Economic Development Element. An overarching goal of these elements is to encourage energy conservation activities and programs throughout the County. The Project would not conflict or obstruct any local or state plans for renewable energy or energy efficiency. For these reasons, this impact would be less than significant.

7. GEOLOGY AND SOILS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known active fault trace? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐

Southern California is a very seismically active region containing a wide range of geologic and soil conditions which can relate to varying degrees of hazards. Areas most susceptible to intense ground shaking are those located closest to the earthquake-generation fault, and areas underlain by thick, loosely consolidated sediments. Ground movement during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of the earthquake energy, and type of geologic material.

A site-specific geotechnical investigation was completed by Ninyo & Moore in April 2020. Based on Ninyo & Moore's review of pertinent readily available geologic literature, geologic maps, stereoscopic aerial photographs, and a geologic field reconnaissance, no active faults are known to cross the subject site and the site is not located within a State of California Earthquake Fault Zone (EFZ) formerly known as an Alquist-Priolo Special Studies Zone. The probability of damage from surface ground rupture is considered to be low (Ninyo & Moore 2020; Appendix D). Compliance with the structural standards contained in the California Building Code would minimize risks to the public from surface rupture and would ensure that impacts are less than significant.

ii) Strong seismic ground shaking?	☐	☐	☒	☐

Just like most of southern California, in the event of an earthquake, strong ground shaking is expected to occur on the project site. The project site does not include any active or potentially active faults that intersect the boundaries of the property. Therefore, the Proposed Project would not expose people or structures to strong seismic ground shaking greater than what currently exists.

Design and construction of Project components would comply with the requirements of the California Building Code (CBC) Seismic Criteria. Well-designed structures in conformance with the CBC seismic building code requirements would not be anticipated to experience serious damage or collapse because the criteria have been developed to prevent any such damage. These building codes provide requirements for construction, grading, excavation, use of fill, and foundation work, including type of materials, design, procedures, etc., which are intended to limit the probability of occurrence and the severity of consequences from geologic hazards. Necessary building permits, plan checks, and inspections would also be required by the Building and Safety Division of the Los Angeles County Department of Public Works.

Compliance with current building codes and standards would minimize the potential for damage or collapse of new structures and would reduce the risk of loss, injury, or death resulting from strong ground-shaking. As such, impacts would be less than significant.

iii) Seismic-related ground failure, including liquefaction and lateral spreading?	☐	☐	☒	☐

Liquefaction is a phenomenon where water-saturated granular soil loses shear strength during strong ground shaking produced by earthquakes. The loss of soil strength occurs when cyclic pore water pressure increases below the groundwater surface. Potential hazards due to liquefaction include the loss of bearing strength beneath structures, possibly causing foundation failure and/or significant settlements.

According to the site-specific geotechnical report conducted by Ninyo & Moore, the historic high depth to groundwater is mapped in the vicinity of the site as approximately 10 feet below the existing ground surface (Ninyo & Moore 2020; Appendix D). The State of California Seismic Hazard Zones Map indicates the project area is not located within an area mapped as subject to seismically induced liquefaction hazards (Ninyo & Moore 2020; Appendix D). Impacts would be less than significant.

iv) Landslides?	☐	☐	☒	☐

A landslide is a mass of rock, soil and debris displaced by down-slope sliding, flowing, or falling. The likelihood of landslides is dependent on the slope and geology in addition to rainfall, excavation, and seismic activities. Removing the lower portion of a slope decreases or eliminates the support that counters the lateral motion in slope that would lead to its failure. Shaking during an earthquake or erosion after a wildfire may lead to materials in a slope to lose cohesion and collapse.

The project area is relatively flat and potential for landslides is considered low (Ninyo & Moore 2020). A less than significant impact would occur.

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

Erosion can be initiated by wind or water. Silt-sized particles are most easily eroded due to their size and low cohesiveness. Soils residing within project area are susceptible to wind erosion, especially during the spring and fall months when winds increase. Sporadic, torrential rains can cause major flash flood events that create significant erosion in the region.

The Proposed Project would involve earthwork and grading activities that would disturb site soils and potentially expose them to wind or water erosion. According to the Natural Resources Conservation Service (NRCS) Web Soil Survey the site soils have a moderate potential for erosion (NRCS 2019). The potential for soil erosion on the project site is generally lower than adjacent areas due to its generally level topography; however, the disturbance from construction activities could result in temporary wind- and water-driven erosion of soils.

A Storm Water Pollution Prevention Plan (SWPPP) will be prepared for the Proposed Project, which includes Best Management Practices (BMPs) to prevent or minimize the potential for erosion or loss of topsoil at the construction site. BMPs would include, but are not limited, straw waddles, silt fences, straw and wood mulch, and preservation of existing vegetation. Adherence to these requirements would reduce the potential for erosion or loss of topsoil to less than significant levels.

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

The Project would involve construction of new structures and improvements to existing amenities at Stephen Sorensen Park. As stated above, the Project would not be located in an area susceptible to landslide, lateral spreading, subsidence, liquefaction, or collapse. Implementation of the proposed recommendations and mitigation measures in the site-specific geotechnical report would ensure that impacts remain less than significant.

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

Expansive soils possess a shrink-swell characteristic that can result in structural damage over a long period of time. Expansive soils are largely comprised of silicate clays, which expand in volume when water is absorbed and shrink when dried. Highly expansive soils can cause damage to foundations and roads. The shrink-swell potential of expansion in soils is a reflection of the ability of some soils with high clay content to experience a significant change in volume with a change in moisture content. This characteristic poses a significant hazard to sites that undergo seasonal variation in soil moisture content, such as hillsides or flatlands with a seasonally fluctuating water table.

According to the geotechnical investigation conducted at the project site, the soil types present have a low to moderate expansion potential (Ninyo & Moore 2020). A majority of the soils contain calcareous materials in the sub-surface horizons, which enhances water retention in the soils and potentially increases shrink-swell potential. However, standard geotechnical practices that follow building code requirements can typically minimize the potential damage from expansive soils. Implementation of **Mitigation Measure GEO-1** would reduce the potential impact from expansive soils to less than significant levels.

> **GEO-1**: The design and construction of the Proposed Project shall adhere to the recommendations listed in the report titled Geotechnical Investigation: Stephen Sorensen Park, 16801 East Avenue P, Lake Los Angeles, California. Project No. 211191001 and dated April 23, 2020 or more recent geotechnical report for the site.

e) Have soils incapable of adequately supporting the use of onsite wastewater treatment systems where sewers are not available for the disposal of wastewater? ☐ ☐ ☐ ☒

The project site currently utilizes a septic system as the community of Lake Los Angeles is entirely on septic or localized treatment systems. However, implementation of the Proposed Project would not require installation of a new septic system or expansion of the existing system. No impact would occur.

f) Conflict with the Hillside Management Area Ordinance (L.A. County Code, Title 22, Ch.22.104)? ☐ ☐ ☐ ☒

The Los Angeles County Hillside Management Area Ordinance is designed to ensure, to the extent possible, that development in environmentally sensitive areas maintains and enhances the natural topography, resources and amenities of the Hillside Management Areas, while allowing for limited controlled development. The Ordinance requires a Conditional Use Permit for any property that contains any area with a natural slope of

25 percent or more in an urban Hillside Management Area proposed to be developed with residential uses at a density exceeding the midpoint of the range of densities established by an adopted areawide, community or specific plan covering the areas in which the proposed development is located.

The Project improvements would be located at Stephen Sorensen Park, which is relatively flat. Elevations of the project area range from 2,697 to 2,720 feet above mean sea level. No residential development is proposed as part of the Project. As such, the Project would not conflict with the Hillside Management Area Ordinance. No impact would occur.

8. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Generate greenhouse gas (GHGs) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒

The AVAQMD's (2016) *California Environmental Quality Act (CEQA) And Federal Conformity Guidelines* identifies both annual and daily significance thresholds for GHG emissions. The Proposed Project is compared to the AVAQMD annual threshold of 100,000 metric tons of CO_2e annually as well as the AVAQMD daily threshold of 548,000 pounds of CO_2e daily.

Project Construction

Construction-related activities that would generate GHGs include worker commute trips, haul trucks carrying supplies and materials to and from the project site, and off-road construction equipment (e.g., dozers, loaders, excavators). Table 3 illustrates the specific construction-generated GHG emissions that would result from construction of the Project.

Table 3. Construction-Related Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/ Year)
Annual (Maximum Tons per Year)	
Phase 1, Phase 2, and Phase 3 Construction	
Construction in 2022	51
Phase 4 Construction	
Construction in 2023	53
AVAQMD Annual Threshold	*100,000 metric tons/year*
Exceed Annual Threshold?	**No**
Daily (Maximum Pounds per Day)	
Phase 1, Phase 2, and Phase 3 Construction	
Construction in 2022	1,746
Phase 4 Construction	
Construction in 2023	1,316
AVAQMD Daily Threshold	*548,000 pounds/day*
Exceed Daily Threshold?	**No**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.

As shown in Table 3, construction-generated emissions would not exceed AVAQMD significance thresholds. No impact would occur.

Project Implementation

Implementation of the Project would result in GHG emissions associated with vehicle trips generated by patrons visiting the new amenities proposed by the Project. Table 4 illustrates the specific GHG emissions that would result from implementation of the Project.

Table 4. Operational Greenhouse Gas Emissions

Emissions Source	CO_2e (Metric Tons/ Year)
Annual (Maximum Tons per Year)	
Area Source	0.00
Energy	0.00
Mobile	20.72
Waste	0.05
Water	4.21
Total	**24.98**
AVAQMD Annual Threshold	*100,000 metric tons/year*
Exceed Annual Threshold?	**No**
Summer Daily (Maximum Pounds per Day)	
Area Source	0.00
Energy	0.00
Mobile	143.93
Total	**143.93**
AVAQMD Daily Threshold	*548,000 pounds/day*
Exceed Daily Threshold?	**No**
Winter Daily (Maximum Pounds per Day)	
Area Source	0.00
Energy	0.00
Mobile	136.81
Total	**136.81**
AVAQMD Daily Threshold	*548,000 pounds/day*
Exceed Daily Threshold?	**No**

Source: CalEEMod version 2016.3.2. Refer to Appendix A for Model Data Outputs.
Notes: Emissions projections account for a trip generation rate identified by KOA 2020.

As shown in Table 4, emissions generated due to Project implementation would not exceed AVAQMD significance thresholds. No impact would occur.

Conflict with any Applicable Plan, Policy, or Regulation of an Agency Adopted for the Purpose of Reducing the Emissions of Greenhouse Gases

The Los Angeles County CCAP establishes a GHG emissions reduction target for the year 2020 that is 11 percent below 2010 emission levels. The GHG Plan is consistent with AB 32 and sets the County on a path to achieve a more substantial long-term GHG reductions consistent with statewide post-2020 GHG reduction targets. Achieving this level of emissions would ensure that the contribution to GHG emissions from activities covered by the CCAP would not be cumulatively considerable. The CCAP addresses ways to mitigate and avoid GHG emissions associated with community activities in unincorporated Los Angeles County. The measures and actions outlined in the CCAP establish a GHG reduction target consistent with AB 32.

The CCAP is used to comply with project-level review requirements pursuant to CEQA. The CEQA Guidelines specify that CEQA project evaluation of GHG emissions can tier from a programmatic analysis of GHG emissions, such as the CCAP. The reduction measures proposed in the CCAP build on GHG emissions inventory results and key opportunities prioritized by the County of Los Angeles. The CCAP strategies consist of measures that identify the steps the County will take to support reductions in GHG emissions. The County will achieve these reductions in GHG emissions through a mix of voluntary programs and new strategic standards. All standards presented in the CCAP respond to the needs of development, avoiding unnecessary regulation, streamlining new development, and achieving more efficient use of resources.

The Proposed Project is consistent with the GHG inventory and forecast in the CCAP. Both the existing and the projected GHG inventories in the CCAP were derived based on the land use designations and associated densities defined in the County's General Plan. As previously stated, the Proposed Project does not include residential development or large local or regional employment centers, and thus would not result in significant population or employment growth. The Project is intended to expand and add amenities to the existing park facilities thus, increasing usable park space. The Proposed Project is consistent with the land use designation and is thereby consistent with the GHG inventory and forecasts in the CCAP. As a result, the Proposed Project would not conflict with the CCAP. No impact would occur.

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

Climate change is a global problem. And GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have much longer atmospheric lifetimes of 1 year to several thousand years that allow them to be dispersed around the globe.

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from

a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the Proposed Project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As previously discussed, the Proposed Project would not exceed AVAQMD significance thresholds and would actually assist to reduce GHG emissions. Therefore, the Project would not result in a cumulative impact.

9. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, storage, production, use, or disposal of hazardous materials?	☐	☐	☒	☐

As the Proposed Project would construct various new park amenities, it would not transport, use, or dispose of any hazardous materials beyond those used for construction and maintenance during occupancy. Construction activities may involve limited transport, storage, use, or disposal of hazardous materials. Some examples of hazardous materials handled during construction include fueling and servicing construction equipment on-site and the use of paints and solvents during construction. These activities would be short-term and one-time events and would be subject to federal, state, and local health and safety requirements. A less than significant impact related to the use or transport of hazardous materials is expected to occur during construction.

Long-term operation of the Proposed Project would involve very little transport, storage, use, or disposal of hazardous material. Typical facility maintenance involves the limited use of hazardous materials through custodial, routine maintenance, and repair activities, including commercial cleansers, lubricants, paints, and pesticides/herbicides for landscaping purposes. These items would be stored in an appropriate place, such as a utility closet, with limited access only by appropriate employees of the Park. Groundbreaking and construction activities at the site would not likely release any known toxins or contaminants onsite or convey hazardous materials offsite. Therefore, the Project would create a less than significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

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

As described above, construction and operation activities would require the use of small amounts of hazardous materials and would be required to comply with federal, state, and local laws and regulations regarding proper storage, application, and disposal. The proposed skate park, gazebo, shade structures, fitness zone and associated ADA improvements would not create a significant hazard to the public or environment through reasonably foreseeable upset and accidental release of hazardous materials. Impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of sensitive land uses? ☐ ☐ ☐ ☒

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The Proposed Project is not located within 0.25 mile of an existing or proposed school, hospital, or daycare center. There are single-family homes located across E Avenue P approximately 360 feet southwest of the project site. However, as stated above, there would be no hazardous materials, substances, or waste associated with project development other than those typically used for routine maintenance. These substances would be required to comply with federal, state, and local laws and regulations regarding proper storage, application, and disposal. Therefore, the Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a sensitive land use. No impact would occur.

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

A review of the Department of Toxic Substances Control's Hazardous Waste and Substances List (Cortese List) indicated that the project site is not located on any identified hazardous materials sites (DTSC 2019). Additionally, a review of the State Water Resources Control Board's Leaking Underground Storage Tank (LUST) Geotracker database and the Environmental Protection Agency's (EPA) EnviroMapper indicated that there are no listed hazardous material sites within the project vicinity (SWRCB 2019; EPA 2019). The Proposed Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, therefore it is unlikely that hazards to the public or environment are present. Groundbreaking and construction activities at the site would not likely release any known toxins or contaminants onsite or convey hazardous materials offsite. No impact would occur.

e) For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? ☐ ☐ ☐ ☒

There are airports and or airstrips in the Antelope Valley. The Proposed Project is not located within an airport land use plan or within two miles of a public airport. Therefore, the Project would not result in a safety or noise hazard for people residing or working in the project area. No impact would occur.

f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☒ ☐

The Project would construct new facilities and amenities including a skate park, shade structures, gazebo, fitness zone and associated ADA improvements at Stephen Sorensen Park. The Proposed Project site's vehicular access is limited to E Avenue P, which connects to 170th Street East. To the north of the site, there are Tameobit Wildlife Sanctuary and single-family homes and access is not available to the site from Avenue O. To the south, access is limited to the use of Avenue P. To the west, Avenue P provides only local access and dead-ends prior to reaching Avenue O. Therefore, the Proposed Project site is not likely found adjacent to a designated emergency response corridor used by emergency response vehicles. North of the site, on North 170th Street East, is the Los Angeles County Fire Department, Fire Station #114, which would service the project site.

In the case of an emergency, access to the site is available at four entrances along East Avenue P. Construction activity would be confined to the project site and would not interfere with vehicle movement or emergency access along this roadway. Therefore, the Project is not anticipated to substantially impair an adopted emergency response plan or emergency evacuation plan. A less than significant impact would occur.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving fires, because the project is located:

i) within a high fire hazard area with inadequate access? ☐ ☐ ☒ ☐

According to CALFIRE, the Project site is not located in or near any state responsibility areas or land designated as very high fire hazard severity zones (CALFIRE 2011). The Project would construct new facilities and amenities including a skate park, shade structures, gazebo, fitness zone and associated ADA improvements at Stephen Sorensen Park. In the case of an emergency, adequate access to the site is available at four entrances along East Avenue P.. A less than significant impact would occur.

ii) within an area with inadequate water and pressure to meet fire flow standards? ☐ ☐ ☒ ☐

Water mains shall be designed to meet or exceed the total flow requirements determined for domestic flow and fire flow for this development. Fire flow shall be determined by the Los Angeles County Fire Chief. Impacts would be less than significant.

iii) within proximity to land uses that have the potential for dangerous fire hazard? ☐ ☐ ☒ ☐

There are areas adjacent to the project site that contain native habitat, such as creosote brush scrub and Joshua tree woodland that would be considered wildlands. These areas could be susceptible to wildland fires.

However, the project site is located within the proximity of vacant undeveloped land and residential uses, which do not present especially dangerous fire hazards. Therefore, the Proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands and there would be a less than significant impact.

h) Does the proposed use constitute a potentially dangerous fire hazard?	☐	☐	☐	☒

Development of the Proposed Project would increase the developed area of the site with an approximately 25,000-square foot skate park and would incorporate amenities such as a gazebo, fitness zone with shade structure, shade structure for existing playground, and associated ADA improvements. The proposed improvements do not constitute a potentially dangerous fire hazard. No impact would occur.

10. HYDROLOGY AND WATER QUALITY

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐

The Proposed Project construction activities have a potential to cause erosion, sedimentation, and the discharge of construction debris from the project site. For example, clearing of vegetation and grading activities would lead to exposed or stockpiled soils susceptible to peak stormwater runoff flows. Also, the compaction of soils by heavy equipment may minimally reduce the infiltration capacity of soils (exposed during construction) and increase stormwater runoff and erosion potential. If uncontrolled, these materials could lead to water quality problems, including sediment-laden runoff, prohibited non-stormwater discharges, and ultimately the degradation of downstream receiving water bodies. Consequently, if unabated, short-term impacts to surface waters during construction activities could violate water quality standards or waste discharge requirements and could result in a potentially significant impact.

The project is subject to compliance with the applicable Standard Urban Storm Water Mitigation Plan (SUSMP). Also, development of a SWPPP for the site would be prepared and implemented prior to construction. During project construction, BMPs would be implemented, including but not limited to straw waddles, silt fences, straw and wood mulch, and preservation of existing vegetation. All water discharge must comply with County SUSMP requirements so as to avoid a significant impact. Project impacts would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

The Project proposes to construct a skate park of approximately 25,000 square feet in size (depending on design), a gazebo measuring 2,500 square feet, a concrete slab with fitness zone and shade structure measuring 1,600 square feet, and a shade structure for existing playground measuring 1,800 square feet. The Proposed Project site is relatively small, approximately 0.70 acres across all three areas, and construction of the Proposed Project would not significantly increase the amount of impermeable surfaces or significantly decrease ground percolation of runoff water in the local watershed relative to the total amount of pervious surfaces within the watershed. Therefore, any increase in impervious area on the project site is expected to have a less than significant impact on the groundwater supply or on groundwater recharge efforts.

Potable water service at the park is provided by the Los Angeles County Waterworks District No. 40 (District). The District's water supply sources include groundwater and State Water Project (SWP) water supplied by Antelope Valley Eastern Kern Water Agency (AVEK). The District is a public water agency that serves eight regions within Los Angeles County including, Lancaster (Region 4), Desert View Highlands (Region 34), Pearblossom (Region 24), Littlerock (Region 277), Sun Valley (Region 33), Lake Los Angeles (Region 38), Northeast Los Angeles County (Region 35), and Rock Creek (Region 39). The District's water sources are from local groundwater and SWP water from Northern California. The Antelope Valley Groundwater Basin

(Basin) is the only local source of water supply for the District and is comprised of two aquifers. The Basin is estimated to have 68 million acre-feet of storage (District 2017).

According to the District's 2015 Urban Water Management Plan (UWMP), the District maintained 3,546 municipal connections and supplied 1,300 AF of potable water to the Lake Los Angeles region in 2015. The UWMP estimates that AVEK would have approximately 121,590 acre-feet per year available to serve the Antelope Valley in 2025, and 132,990 acre-feet available in 2030 (District 2017). The Project would not result in significant additional demand on water supplies as future development has been previously accounted for and analyzed in the General Plan EIR and District planning documents. The Project is consistent with the District's water supply projections that indicate there are sufficient water supplies to serve the project and region. Furthermore, the development/connection fees required for Project implementation would mitigate future or expanded entitlements that may be needed with future regional growth.

The level of increase in impervious surfaces at the site is not anticipated to affect the supplies derived from local groundwater wells. The Project water usage would not increase significantly from existing conditions and would be incapable of significantly affecting water supplies, including groundwater supplies. In addition, the Project would reduce water usage by installing drought tolerant landscaping. Therefore, the Proposed Project would not substantially deplete groundwater supplies or interfere significantly with groundwater recharge such that there would be a substantive net deficit in aquifer volume or a lowering of the local groundwater table level and the impact would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of a Federal 100-year flood hazard area or County Capital Flood floodplain; the alteration of the course of a stream or river; or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

The 23-acre Stephen Sorensen Park site is comprised of a central wash area with a blueline ephemeral wash (Lovejoy Springs) (which is dry most of the year, except for winter storm and flash flood events), scenic buttes and hillsides, other flatter vacant rocky land, sparse high desert vegetation, and the developed portions of the park. The topography of the project site is relatively flat; however, the site for the proposed skate park is at a lower elevation than the adjacent developed portion of the park site.

The Proposed Project would not result in large-scale topographic changes or other changes that would affect the drainage pattern of the surrounding area. The Proposed Project would not substantially alter the existing drainage patterns through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on or off-site. Existing site drainage infrastructure would be extended to serve the project site. After construction, the site would be covered with hardscape and landscaping that would reduce any potential erosion impact. BMPs would be included as part of the SWPPP prepared for the Proposed Project and would be implemented to manage erosion and the loss of topsoil during construction-related activities. BMPs would include, but are not limited, straw waddles, silt fences, straw and wood mulch, and preservation of existing vegetation. Therefore, the Proposed Project would not result in substantial soil erosion or the loss of topsoil and a less than significant impact would occur.

(ii) Substantially increase the rate, amount, or depth of surface runoff in a manner which would result in flooding on- or offsite? ☐ ☐ ☒ ☐

The property has a natural drainage course that was historically part of the Lovejoy Springs water system. The drainage course runs across the northern portion of the property, and a small tributary to the drainage course crosses the western portion of the site. The topography of the project site is relatively flat; however, the proposed skate park site is at a lower elevation then that of the adjacent developed portions of the site. In order to properly complete the Proposed Project, fill would be brought in to raise the elevation of the proposed skate park site to the same level as the adjacent park land.

As discussed above, the Proposed Project would not result in large-scale topographic changes or other changes that would affect the drainage pattern of the site and surrounding area or impact water resources. While the gazebo/fitness zone and associated hardscape would displace an existing area of turf and trees, the area proposed to be developed represents a relatively small area and is not located within the l00-year floodplain. Surface runoff volumes would not be substantially increased over existing conditions. The site would be designed to maintain existing runoff rates and volumes and would not result in a significant change in flooding conditions on- or offsite. A less than significant impact would occur.

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? ☐ ☐ ☐ ☒

The Proposed Project would not change the amount of runoff water or create additional sources of polluted runoff. During construction, the contractor would implement BMPs for stormwater pollution control. The infrastructure itself would not generate pollutants that may enter the storm drain system. The proposed improvements would not exceed the capacity of the downstream stormwater drainage systems or provide additional sources of polluted runoff.

(iv) Impede or redirect flood flows which would expose existing housing or other insurable structures in a Federal 100-year flood hazard area or County Capital Flood floodplain to a significant risk of loss or damage involving flooding? ☐ ☐ ☐ ☒

As mentioned above, the project site is not located within a 100-year floodplain and therefore would not impede or redirect flood flows. There would be no impact to existing housing or other insurable structures from the Proposed Project.

d) Otherwise place structures in Federal 100-year flood hazard or County Capital Flood floodplain areas which would require additional flood proofing and flood insurance requirements? ☐ ☐ ☐ ☒

According to the Federal Emergency Management Agency (FEMA), the Proposed Project would not be located within a 100-year flood hazard zone (FEMA 2020). No impact would occur.

e) Conflict with the Los Angeles County Low Impact Development Ordinance (L.A. County Code, Title 12, Ch. 12.84)? ☐ ☐ ☒ ☐

Low Impact Development (LID) site design and treatment control BMPs would be incorporated into the Project to mimic the predeveloped hydrologic regime, as feasible, and to capture and treat stormwater quality design volume. The LID treatment control BMPs would be installed in accordance with both the County MS4 Permit and County LID Ordinance and Manual. Proposed LID treatment control BMPs include, but are not limited to: bioretention facilities to capture runoff, regular street sweeping, hydroseeding, straw and wood mulch, sandbag, and straw waddle barriers. As these strategies and BMPs would meet LID Ordinance and MS4 requirements, impacts would be less than significant.

f) Use onsite wastewater treatment systems in areas with known geological limitations (e.g. high groundwater) or in close proximity to surface water (including, but not limited to, streams, lakes, and drainage course)? ☐ ☐ ☐ ☒

The project site is located in an area without a public sewer system. Other developments within the vicinity, including the existing park facility, currently rely on septic systems to properly dispose of wastewater and sewage. The Project would tie into the site's existing septic system and would not require expansion or construction of any new systems. No impact would occur.

g) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? ☐ ☐ ☐ ☒

The proposed skate park would be designed to avoid the 100-year flood hazard zone (FEMA 2020). No large surface water bodies that could be subject to seiches during a seismic event are present in the park or project site vicinity. The project site is sufficiently distant from the ocean to preclude potential tsunami impacts. Therefore, implementation of the project would not expose people or structures to seiche, tsunami, or flood hazards and no mitigation measures would be required.

h) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? ☐ ☐ ☒ ☐

The Los Angeles County Department of Public Works (LACDPW) – Waterworks District No. 40 (District) is the water provider for the Lake Los Angeles Community. The District is a public water agency that serves eight regions within Los Angeles County including the project site. The District's water sources are from local groundwater and SWP water from Northern California. The Antelope Valley Groundwater Basin (Basin) is the only local source of water supply for the District and is comprised of two aquifers (District 2017). The District is also supplied with water imported by the AVEK.

According to the District's 2015 UWMP, the District maintained 3,546 municipal connections and supplied 1,300 acre feet (AF) of potable water to the Lake Los Angeles region in 2015. The Project would not result in additional demand on water supplies as future development has been previously accounted for and analyzed in the General Plan EIR and District planning documents. Because the Project is consistent with the District's water supply projections that indicate there are sufficient water supplies to serve the project and region, and because the development/connection fees required for Project implementation would help mitigate future new or expanded entitlements that potentially may be needed with future regional growth, Project impacts would not conflict with the District's UWMP. A less than significant impact would occur.

11. LAND USE AND PLANNING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒

Lands that surround Stephen Sorensen County Park are developed with single-family residences to the south, Tameobit Wildlife Sanctuary and undeveloped land to the east, single-family residences and open space to the west and Tameobit Wildlife Sanctuary to the north. The Proposed Project would develop new structures and amenities at the existing Stephen Sorensen Park, which would be consistent with the zoning and land use designations in adopted planning documents. Implementation of the Project is intended to serve the existing communities that frequently utilize the park for active and passive recreational activities. In addition, the proposed improvements would take place entirely within the currently established park boundary. Therefore, land uses at the site would not deviate significantly from existing conditions, as no new or incompatible land uses would be introduced upon full build-out of the Project. As such, the Project would not disrupt or divide the physical arrangement of the established community. No impact would occur.

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

The project site is located within the unincorporated area of Los Angeles County and is governed by the policies, procedures, and standards set forth in the Los Angeles County General Plan. The County General Plan defers to the Antelope Valley Area Plan for land use designation of the site. According to the Antelope Valley Area Plan Land Use Policy map, the land use designation is Open Space Parks and Recreation (OS-PR) (County of Los Angeles 2015a). The Proposed Project would develop new structures and amenities at the existing Stephen Sorensen Park, which would be consistent with the zoning and land use designations in adopted planning documents. As discussed above, land uses at the site would not deviate significantly from existing conditions, as no new or incompatible land uses would be introduced upon full build-out of the Project. As such, the Proposed Project would not conflict with any applicable land use plans, policies or regulations of an agency with jurisdiction over the Project. No impacts resulting from Project implementation would occur.

c) Conflict with the goals and policies of the General Plan related to Hillside Management Areas or Significant Ecological Areas?	☐	☐	☒	☐

According to the currently adopted Los Angeles County General Plan, the park site lies near, but not within, the Antelope Valley Significant Ecological Area (SEA) (County of Los Angeles 2015b). The Antelope Valley SEA serves as a linkage between the San Gabriel Mountains and the Mojave Desert, and provides wildlife movement opportunities into open areas in Kern County and San Bernardino County. According to the Antelope Valley Area Plan, passive recreational activities would be compatible land uses with SEAs. Therefore, the Proposed Project would not introduce an incompatible land use within or in the vicinity of the SEA.

The Los Angeles County Hillside Management Area Ordinance is designed to ensure, to the extent possible, that development in environmentally sensitive areas maintains and enhances the natural topography, resources

and amenities of the Hillside Management Areas, while allowing for limited controlled development (County of Los Angeles 2015c). The Project improvements would be located at Stephen Sorensen Park, which is relatively flat. which would be consistent with the zoning and land use designations in adopted planning documents. As such, the Proposed Project would adhere to all regulations outlined by the Hillside Management Ordinance. A less than significant impact would occur.

12. MINERAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

Minerals are defined as any naturally occurring chemical element or compound, or groups of elements and compounds, formed from inorganic processes and organic substances. The California Geological Survey Mineral Resources Program provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources as mandated by the Surface Mining and Reclamation Act of 1975 (SMARA). Classification is the process of identifying lands containing significant mineral deposits. These areas as designated as Mineral Resource Zones (MRZs):

> **MRZ-1:** Areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
>
> **MRZ-2:** Areas underlain by mineral deposits where geologic data show that significant measured or indicated resources are present.
>
> **MRZ-3:** Areas containing known or inferred mineral deposits that may qualify as mineral resources.

The project site is not located in an MRZ according to the County General Plan and Antelope Valley Area Plan (County of Los Angeles 2015a; 2015b). No mining operations exist on or in the vicinity of the project site, and no mining operations are proposed as part of the Project. The Project would not result in the loss of any locally or regionally known mineral. Therefore, the proposed improvements would have no impact on mineral resources.

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

The County General Plan and the Antelope Valley Area Plan do not indicate any locally-important mineral resource recovery site at or near the project site. Previous documentation for the site indicates that it is not located within a mineral resource zone. As discussed above, no mining operations exist on or in the vicinity of the project site, and no mining operations are proposed as part of the Project. Therefore, the proposed improvements would have no impact on locally-important mineral resource recovery sites.

13. NOISE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the County General Plan or noise ordinance (Los Angeles County Code, Title 12, Chapter 12.08), or applicable standards of other agencies?	☐	☐	☒	☐

Short-Term Construction Noise

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for onsite construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., building construction, paving). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive receptors in the vicinity of the construction site.

Nearby noise-sensitive land uses consist of rural residences located across East Avenue P with the closest being approximately 400 feet distant from the nearest proposed improvements. Construction will take place at three locations on the project site. Section 12.08.440 of the County Code prohibits the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of 7:00 p.m. and 7:00 a.m., or any time on Sundays or holidays. Additionally, construction noise thresholds are imposed for mobile equipment (75 dBA) and stationary equipment (60 dBA).

To estimate the worst-case construction noise levels that may occur at the nearest noise-sensitive receptors in the Project vicinity, the construction equipment noise levels were calculated using the Roadway Noise Construction Model for the site preparation, grading, facility construction, and paving for the various phases. Consistent with FTA recommendations for calculating construction noise, construction noise was measured from the center of the project site (FTA 2018). The anticipated short-term construction noise levels generated for the necessary equipment is presented in Table 5.

Table 5. Unmitigated Construction Average (dBA) Noise Levels at Nearest Receptor			
Equipment	**Estimated Exterior Construction Noise Level @ 400 feet**	**Construction Noise Standards (dBA Leq)**	**Exceeds Standard at Nearest Residence?**
Phase 1, Phase 2, & Phase 3			
Grading and Earthwork			
Grader (1)	63.0	*75*	**No**
Concrete/Industrial Saws (1)	64.5	*75*	**No**
Rubber Tired Dozers (1)	59.6	*75*	**No**
Tractors/Loaders/Backhoes (2)	62.0 (each)	*75*	**No**
Combined Site Preparation Equipment	**69.5**	*75*	**No**
Construction			
Crane (1)	54.5	*75*	**No**
Forklifts (2)	61.4 (each)	*75*	**No**
Tractors/Loaders/Backhoes (2)	62.0 (each)	*75*	**No**
Combined Building Equipment	**67.9**	*75*	**No**
Paving			
Cement and Mortar Mixers (2) *(stationary)*	56.8 (each)	*60*	**No**
Pavers (1)	56.1	*75*	**No**
Rollers (1)	54.9	*75*	**No**
Tractors/Loaders/Backhoes (1)	62.0	*75*	**No**
Combined Paving Equipment	**65.1**	*75*	**No**
Phase 4			
Site Preparation			
Grader (1)	63.0	*75*	**No**
Tractors/Loaders/Backhoes (1)	62.0	*75*	**No**
Combined Site Preparation Equipment	**65.5**	*75*	**No**
Grading			
Concrete/ Industrial Saw (1)	64.5	*75*	**No**
Rubber Tired Dozers (1)	59.6	*75*	**No**
Tractors/Loaders/Backhoes (2)	62.0 (each)	*75*	**No**
Combined Grading Equipment	**68.4**	*75*	**No**
Construction			
Crane (1)	54.5	*75*	**No**
Forklifts (2)	61.4 (each)	*75*	**No**
Tractors/Loaders/Backhoes (2)	62.0 (each)	*75*	**No**
Combined Building Equipment	**67.9**	*75*	**No**

Paving			
Cement and Mortar Mixers (2) *(stationary)*	56.8 (each)	*60*	**No**
Pavers (1)	56.1	*75*	**No**
Rollers (1)	54.9	*75*	**No**
Tractors/Loaders/Backhoes (1)	62.0	*75*	**No**
Combined Paving Equipment	**65.1**	*75*	**No**

Source: Construction noise levels were calculated by ECORP Consulting, Inc. using the FHWA Roadway Noise Construction Model (FHWA 2006). Refer to Appendix E for Model Data Outputs.

Notes: Construction equipment used during construction derived from CalEEMod 2016.3.2. CalEEMod is designed to calculate air pollutant emissions from construction activity and contains default construction equipment and usage parameters for typical construction projects based on several construction surveys conducted in order to identify such parameters. The distance to the nearest sensitive receptor was calculated from the center of the nearest proposed improvement (approximately 400 feet).

As shown in Table 5, none of the expected stationary equipment would result in noise levels beyond the stationary equipment source threshold of 60 dBA at a residential receptor. Additionally, no mobile equipment would surpass the mobile equipment source threshold of 75 dBA at a residential receptor, either individually or combined. Therefore, Project construction activities would not expose persons to and generate noise levels in excess of County standards.

Project Operational Noise

Noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise sensitive and may warrant unique measures for protection from intruding noise. The nearest noise-sensitive land use consists of rural residents located across East Avenue P with the closest being approximately 400 feet distant from the proposed improvements.

Project Operational Offsite Traffic Noise

Project operation would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the project area. According to Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (2013), doubling of traffic on a roadway is necessary in order to result in an increase of 3 dB (a barely perceptible increase). According to the traffic study prepared for the Los Angeles County General Plan EIR (2014), East Avenue O between 175th Street East and 180th Street East, located approximately 1.5 miles north of the project site, accommodates approximately 600 vehicle trips per day (the General Plan EIR did not contain traffic data specific to East Avenue P). According to the Traffic Study prepared by KOA Corporation (2020), the Project is anticipated to generate approximately 24 new trips a day during the week and 16 new trips a day during the weekends. This amount of additional traffic would not result in a doubling of traffic on the major roadways that surrounds the project site, and thus the Project's contribution to existing traffic noise would not be perceptible (Appendix E).

Operational Stationary Noise

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Parkland uses, such as that where the Project is located, are not typically associated with excessive, ongoing operations-related noise that would lead to substantial permanent increases in ambient noise levels. Instead, much of the noise produced by parkland uses is classified as instantaneous and random such as

cheering, a skateboard rolling over pavement, or a ball hitting a surface. As previously discussed, the Project is proposing the development of a 25,000-square foot skate park, a 2,500-square foot gazebo, a 1,600-square foot concrete slab with fitness zone and shade structure, a 1,800-square foot shade structure for the existing playground, and associated ADA improvements. The predominant onsite operational noise associated with the Project would be activity at the proposed 25,000-square foot skate park located adjacent to the existing gymnasium/community building at the northwestern corner of the park.

A previous noise study completed by Illingworth & Rodkin, Inc. (2015) recorded noise measurements at the Jose Avenue Skatepark located in Santa Cruz, California. The measurements were taken in five-minute intervals for approximately one hour. Sources of noise identified during the survey included the sound of the skateboard rolling on the surface, wipeouts, grinding, yelling, talking, and biking. The noise recorded measurements ranged from 52.0 dBA to 60.0 dBA, at a distance of approximately 30 feet from the edge of the "skatepark bowl". As previously stated, sound levels attenuate at a rate of approximately six dB for each doubling of distance from a stationary or point source. Therefore, based on the previous measurement at a similar skate park, the nearest residence located approximately 400 feet away could experience exterior noise levels up to 39.0 dBA. This noise level falls below the day and nighttime residential exterior noise limits presented in the County Code. Additionally, according to the Project proponent, the Proposed Project facilities would normally be open from 7:00 a.m. to 10:00 p.m. Monday through Sunday. Thus, the noise producing sources related to the existing park and the Proposed Project would not be in operations during nighttime (10:00 p.m. to 7:00 a.m.) hours. It is anticipated that approximately ten events a year will extend these hours of operations but in no case later than midnight. However, these events will be approved by the Los Angeles County Department of Parks and Recreation and information regarding such events would be posted on-site prior to the event occurrence. Furthermore, the ambient recorded noise levels range from 49.2 to 51.1 dBA in the areas near the project site. As such, the noise produced as a result of the Proposed Project (39.0 dBA) would not exceed that already experienced in the surrounding areas. A less than significant impact would occur.

b) Generation of excessive groundborne vibration or groundborne noise levels? ☐ ☐ ☒ ☐

Construction-Generated Vibration

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Proposed Project would be primarily associated with short-term construction-related activities. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. It is not anticipated that pile drivers would be necessary during Project construction. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in Table 6.

Table 6. Representative Vibration Source Levels for Construction Equipment	
Equipment Type	**PPV at 25 Feet (inches per second)**
Large Bulldozer	0.089
Pile Driver	0.170
Caisson Drilling	0.089
Loaded Trucks	0.076
Rock Breaker	0.089
Jackhammer	0.035
Small Bulldozer/Tractor	0.003

Source: FTA 2018; Caltrans 2020

The County's regulation pertaining to vibration is included in Section 12.08.560 of the County Code and limits vibration to a perception threshold of 0.01 inches per second. It is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the nearest structure. The nearest offsite structure of concern to the construction site are the residents across East Avenue P with the closest one being approximately 400 feet distant. Based on the vibration levels presented in Table 6, in the case that pile drivers are employed, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.170 inch per second PPV at 25 feet. Ground vibration would only reach a maximum of 0.089 inch per second in the case that pile drivers are not used.

Based on the representative vibration levels presented for various construction equipment types in Table 6 and the construction vibration assessment methodology published by the FTA (2018), it is possible to estimate the potential Project construction vibration levels at the nearest offsite structure 400 feet distant. The FTA provides the following equation: [$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$]. Table 7 presents the expected Project related vibration levels at a distance of 400 feet.

Table 7. Specific Plan Construction Vibration Levels at 400 Feet										
Receiver PPV Levels (in/sec)[1]							**Peak Vibration**	**RMS Velocity Levels[2]**	**Threshold**	**Exceed Threshold**
Large Bulldozer	**Pile Driver**	**Drilling**	**Loaded Trucks**	**Rock Breaker**	**Jack-hammer**	**Small Bulldozer**				
0.001	0.002	0.001	0.001	0.001	0.001	0.000	0.002	**0.0014**	*0.01*	**No**

[1]Based on the Vibration Source Levels of Construction Equipment included on Table 5-2 (FTA 2018).
[2]Vibration levels in PPV are converted to RMS velocity using a 0.70 conversion factor identified by Caltrans (2020),

As shown, groundborne vibrations attenuate rapidly from the source due to geometric spreading and material damping. Geometric spreading occurs because the energy is radiated from the source and spreads over an increasingly large distance while material damping is a property of the friction loss which occurs during the passage of a vibration wave. As shown in Table 7, the nearest structures at 400 feet from the construction site

would not experience groundborne levels in exceedance of County standards. Impacts would be less than significant.

Operational Groundborne Vibration

Project operations would not include the use of any stationary equipment that would result in excessive groundborne vibration levels. Impacts would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The Project site is located approximately 7.2 miles southeast of the Brian Ranch Airport. The Proposed Project is not located within an airport land use plan or within two miles of a public airport or public use airport. Implementation of the Proposed Project would not affect airport operations nor result in increased exposure of people working at or visiting the project site to aircraft noise. No impact would occur.

14. POPULATION AND HOUSING

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

The Proposed Project would add new structures and amenities to the existing Stephen Sorensen Park. The Proposed Project does not propose the construction of new housing, businesses, or extended infrastructure and therefore is not anticipated to directly or indirectly induce population growth in the area. Upon completion, the new park amenities would be maintained by existing County staff. As such, the Proposed Project is not expected to generate a substantial permanent increase in employment opportunities in the area capable of inducing population growth. A less than significant impact would occur.

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

The Project involves construction of amenities such as a skate park, a gazebo, fitness zone with shade structure, shade structure for existing playground and associated ADA improvements. As described above, the Project site does not contain any residential structures and no people live on the property under existing conditions. The Proposed Project would not remove housing; therefore, it would not displace people. Accordingly, implementation of the Proposed Project would not displace substantial numbers of people and would not necessitate the construction of housing elsewhere. No impact would occur.

15. PUBLIC SERVICES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project create capacity or service level problems, or result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐

The Los Angeles County Fire Department (LACFD) is responsible for fire prevention/suppression and emergency services in the Lake Los Angeles area. Station No. 114 is located at 39939 North 170th Street East, Lake Los Angeles, California and is approximately 0.5 miles from the project site.

The Project does not propose to construct residences and would not substantially increase the population in the area. The Proposed Project is an expansion of the existing recreational opportunities and would not necessitate substantial additional services from the Fire Department, particularly considering the code-compliant design of the new facilities. Therefore, the Proposed Project is anticipated to have a less than significant effect on fire services.

Sheriff protection?	☐	☐	☒	☐

The project site is served by the Los Angeles County Sheriff's Department (LACSD), Lancaster station.

The Project does not propose to construct residences and would not increase the population in the area. The Proposed Project is an expansion of the existing recreational opportunities and would not result in a requirement for additional deputies, nor should it alter the local deputy to population ratio. Furthermore, no change in the Sheriffs response time is anticipated with the construction or operation of the Proposed Project. Therefore, the Proposed Project is anticipated to have a less than significant effect on Sheriff protection.

Schools?	☐	☐	☐	☒

Students residing in the Lake Los Angeles community may lie within the jurisdiction of three school districts, Wilsona Elementary School District, Keppel Union School District, and Antelope Valley Union High School District. The nearest school to the project site is Desert Sands Charter High School, located approximately 4,000 feet to the north.

The Proposed Project is a recreational facility with associated uses and corresponding parking lots. The project does not contain a residential component and would not generate any new students. Therefore, the Proposed Project would not physically impact schools by causing the need for altered or additional facilities. No impact would occur.

Parks? ☐ ☐ ☒ ☐

There are three Los Angeles County parks located within the vicinity of Stephen Sorensen Park: Jackie Robinson County Park, Pearblossom Park, and Everett Martin Park.

The Proposed Project is a recreational facility and would not require the construction of any new or physically altered park facilities due to the construction of the site. While proposed improvements may result in marginally increased demand for the park, such increases would not be substantial. The Project would contribute to meeting the demand for local recreation services in the project area and would, therefore, have a beneficial effect with respect to public park and recreational opportunities. Please see the Recreation section, below, for further details. Impacts would be less than significant.

Libraries? ☐ ☐ ☐ ☒

The Lake Los Angeles Community is served by the Los Angeles County Public Library system, a network of community libraries throughout the County of Los Angeles. The Lake Los Angeles Library is located at 16921 East Avenue O approximately 0.9 miles north of the project site.

The Proposed Project is a recreational facility with associated uses and would not necessitate alteration or expansion of library services. Therefore, the Proposed Project would not physically impact libraries by causing the need for altered or additional facilities. No impact would occur.

Other public facilities? ☐ ☐ ☐ ☒

The Proposed Project would not cause the need for any new or physically altered public facilities. It would provide improved park facilities for public outreach and use. No impact would occur.

16. RECREATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒

The Proposed Project would provide additional recreational opportunities to the neighboring community. The Project would be designed with the goal of providing children and adults with a venue for both passive and active recreation, which would be a beneficial addition to the community. The Proposed Project is in itself a recreational facility and therefore would not cause the physical deterioration of neighboring facilities to occur. Therefore, Proposed Project would have no adverse effect on surrounding recreational facilities.

b) Does the project include neighborhood and regional parks or other recreational facilities or require the construction or expansion of such facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

The Proposed Project is a neighborhood recreational improvement project on an existing recreational area. The Project would incorporate amenities such as a skate park, a gazebo, fitness zone with shade structure, shade structure for existing playground, and associated ADA improvements. The environmental impacts of construction and operation of the Proposed Project, including required mitigation measures, are discussed in this Initial Study. Impacts would be less than significant.

c) Would the project interfere with regional open space connectivity?	☐	☐	☒	☐

Stephen Sorensen Park is designated Open Space Parks and Recreation (OS-PR) by the Antelope Valley Area Plan. The Project would increase usable park space by approximately 0.57 acres. The proposed improvements would take place entirely within the existing footprint of the currently established 23-acre recreational facility. As such, the Project would not disrupt or divide regional open space connectivity, and impacts would be less than significant.

17. TRANSPORTATION

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
Would the project:				
a) Conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

KOA Corporation completed a traffic impact analysis for the Project in November 2020 (KOA 2020; Appendix F). The purpose of the study was to assess the potential traffic effects of the Proposed Project on the surrounding roadway system. The level of service analysis was provided for informational purposes, as intersection and roadway operational analysis is not required for CEQA analysis of proposed projects.

Local agencies are required to adopt vehicle miles traveled (VMT) as a criterion in determining transportation impacts under CEQA. This adoption was required by Senate Bill (SB) 743 and the recent changes to Section 15064.3 of the CEQA Guidelines. VMT calculations provide a disclosure of regional impacts related to greenhouse gas production by motor vehicles. July 1, 2020, was the official State deadline for required compliance by local agencies.

The methodology applied to this analysis is based on current published CEQA guidelines and the California Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, of December 2018. SB 743 has defined VMT as the primary metric for CEQA transportation impact analysis, and the Technical Advisory was created to guide CEQA transportation analysis efforts.

There are four screening standards for land use projects that are defined by the OPR Technical Advisory. These were applied to the project characteristics and location to determine if a project exemption from CEQA analysis would be the recommended course of action:

1. Screening Threshold for Small Projects

2. Map-Based Screening for Residential and Office Projects

3. Presumption of Less than Significant Impact Near Transit Stations

4. Presumption of Less Than Significant Impact for Affordable Residential Development

Criterion #1 states that a project can be determined to have a less than significant impact due to project location, size, or land use type. The screening threshold is defined as follows:

> *"Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact."*

Criterion #1 can be analyzed based on the trip generation of the project. The trip generation as analyzed in the traffic impact report indicated that the Project amenities would generate 24 new trips a day during the

week and 16 new trips a day on the weekend. The Project would therefore generate a daily trips total that is below the 110-trip threshold. Criterion #1 for an exemption is satisfied (KOA 2020; Appendix F).

In addition, the area road system is in place and is adequate to accommodate project generated traffic. The existing park is located near the northwest corner of Avenue P and 170th Street East. Access to the park is provided by four driveways on Avenue P. Local access to the project site is provided from Avenue P and 170th Street. Regional access to the project site from the south and east is provided by State Route-138 (SR-138), which is approximately six miles south of the site. This is an east-west trending highway that turns northward and merges with SR-14 (Antelope Valley Freeway) to the west. Palmdale Boulevard is an east-west trending primary road that connects with SR-14 to the west and terminates at 240th Street East to the east, approximately six miles from the intersection Palmdale Boulevard and 170th Street East.

According to the County General Plan Mobility Element, a portion of Avenue P that runs adjacent to the project site is designated as a Class III Bicycle Facility. Furthermore, the Antelope Valley Transit Authority Route 51 runs along Avenue P adjacent to the project site. However, the bike lanes and bus route would not be obstructed, as all construction activities for the Proposed Project would be conducted within the project boundaries. As such, the Proposed Project would not conflict with an applicable program, plan, ordinance, or policy addressing the circulation system. A less than significant impact would occur.

b) Conflict with an applicable congestion management program (CMP), including, but not limited to, level of service standards and travel demand measures, or other standards established by the CMP for designated roads or highways?	☐	☐	☐	☒

The SCAG CMP integrated the approach to improving and optimizing the transportation system to provide for safe and effective management of the regional transportation system using monitoring and maintenance, demand reduction, land-use, operational management strategies and strategic capacity enhancement (SCAG 2016).

Direct vehicular access to the project site would be provided through the park's existing driveways, which connect to Avenue P at a point 1,500 to 2,500 feet west of 170th Street. The following describes the project study area, and special facility characteristics present along the local roadway routes to and from the project site.

170th Street is a two-way, north-south major highway (as classified by the Los Angeles County General Plan), which is located to the east of Sorensen Park. The roadway has a posted speed limit of 55 miles per hour (mph) south of Avenue P and 50 miles per hour north of Avenue P. A two-way cycle track (Class IV Bike Facility) parallels the roadway north of Avenue P.

Avenue P is a two-lane local residential roadway which runs along the park's southern boundary, continuing east to 175th Street. The roadway provides vehicle access to the park's parking lot. Avenue P does not have posted regulatory speed limit signs, and therefore the prima facie residential speed limit of 25 miles per hour (mph) applies.

Lake Los Angeles Avenue is a two-lane, east-west local residential roadway, which runs from west of 170th Street to 180th Street East. The roadway does not have posted regulatory speed limit signs, and therefore the prima facie residential speed limit of 25 mph applies.

Palmdale Boulevard is a two-way, east-west major highway (as classified by the Los Angeles County General Plan), which runs from 240th Street East (seven miles east of Lake Los Angeles) to Tierra Subida Avenue, in

the city of Palmdale. Palmdale Boulevard intersects 170th Street one mile south of Stephen Sorensen Park. The roadway has a posted speed limit of 55 mph.

The trip generation analysis indicated that the Project amenities would generate 24 new trips a day during the week and 16 new trips a day on the weekend (KOA 2020; Appendix F). The Proposed Project would not require substantially more personnel to operate than the existing conditions, and no significant increase in peak day attendance is anticipated. No impact would occur.

c) Substantially increase hazards due to a road design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment)? ☐ ☐ ☐ ☒

The Project does not propose any changes to the existing park circulation. The four park entrances and parking lot would remain in their current conditions. The existing park amenities and parking lot are designed with convenient existing driveway access off of Avenue P, with good roadway visibility (driveways located on a non-curving portion of the roadway). The Proposed Project is located in a rural residential community and would not pose hazards due to design features. Furthermore, the Project does not propose any incompatible uses. Therefore, the Proposed Project would have no adverse effect. No impact would occur.

d) Result in inadequate emergency access? ☐ ☐ ☐ ☒

The project site would be serviced by the Los Angeles County Fire Department, Battalion 17 Fire Station No. 114. Fire Station No. 114 is located on 39939 North 170th Street East. The Fire Department currently has adequate access to the project site via Avenue P and to the project vicinity via Palmdale Boulevard, Avenue O and 170th Street East. The Project would comply with all design requirements and standards of the building fire code. The Project would have no adverse effect on emergency access.

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §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:				
i) 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 § 5020.1(k), or	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

i) As discussed in Section 4.5 Cultural Resources, CA-LAN-192 has been previously evaluated and found eligible for listing in the NRHP. As an NRHP-eligible resource, CA-LAN-192 is automatically considered a Historical Resource under CEQA. Construction activity within Areas 2 and 3 would occur within portions of a developed park constructed on an imported fill cap covering CA-LAN-192. The surface sediments in this area are highly disturbed and the depth of disturbance is unknown. Based on a review of previous studies, the majority of CA-LAN-192 has been subject to previous disturbance, with the intact midden deposits protected under the fill cap that underlies the developed portion of the park as well as the intact midden deposits under the parking lot by the gymnasium (with no soil cap). Because CA-LAN-192 is a Historical Resource, as defined by CEQA, and the project area contains visible surface-level portions of the site, proposed construction would result in an impact to a Historical Resource; however, if this disturbance is located entirely within previously disturbed sediments, the impact can be brought to a less than significant level with implementation of **Mitigation Measure CUL-1**.

ii) On October 1, 2019, the County formally initiated consultation and notified all the tribes listed on the contact list of California Native American Tribes which have requested formal notification from the County. The County received an email response from the San Manuel Band of Mission Indians (SMBMI) on October 9, 2019, and an email response from the Fernandeño Tataviam Band of Mission Indians (FTBMI) on October 21, 2019, indicating the desire to consult regarding potential impacts to Tribal Cultural Resources and requesting additional information. On December 4, 2019, the County, FTBMI, and SMBMI met at Stephen Sorensen Park to discuss the Proposed Project and potential impacts to Tribal Cultural Resources.

As requested during the on-site meeting, the Department is moving forward with the reinternment project. The delegated authority for the Department's Director to enter into reburial agreements was approved by the County Board of Supervisors on September 15, 2020. On October 26, 2020 the County notified the tribes of the intent to release the IS/MND for public review and to seek tribal input on the proposed mitigation measures for cultural/tribal cultural resources. The tribes were given until November 30, 2020 to respond. The FTBMI responded via email on November 5, 2020 and SMBMI responded via email on November 23, 2020 (Appendix G). In response to these emails, the Department provided each tribe with a letter on December 17, 2020 (Appendix G). AB 52 consultation is ongoing as of the release of this Draft IS/MND (January 2021). The results of the AB 52 consultation will be included as part of the Final IS/MND.

Implementation of Mitigation Measures **TCR-1** through **TCR-5** would reduce potential impacts to less than significant.

TCR-1: Worker Environmental Awareness Training. A Worker Environmental Awareness Program (WEAP) will be enacted to train construction workers about cultural resources. The WEAP training will be prepared by the Project Archaeologist and provided to construction personnel by the archaeological monitor. The San Manuel Band of Mission Indians and Fernandeño Tataviam Band of Mission Indians shall be provided an opportunity to review and contribute to the WEAP. The program shall be designed to inform construction workers about what cultural resources are, state regulations pertaining to cultural resources, the authority of the monitors (when present) to halt construction in the event of a find, and penalties and repercussions from non-compliance with the program. The WEAP training shall occur prior to initiation of any ground disturbing activities within the project area, and at regular intervals during the course of construction to train new hires and provide refresher training for existing workers, if needed. Copies of the WEAP training sign in sheets shall be included as an attachment to the archaeological monitoring report described in TCR-2 below.

TCR-2: Archaeological and Tribal Monitoring. A Registered Professional Archaeologist and a tribal monitor from the SMBMI or FTBMI shall monitor all ground-disturbing activities within undisturbed sediments, defined as all sediments that do not consist of imported fill. If intact deposits, either associated with CA-LAN-192 or otherwise, is identified during construction, then all work must halt within a 100-foot radius of the discovery. The archaeologist shall immediately notify DPR, San Manuel Band of Mission Indians, and Fernandeño Tataviam Band of Mission Indians. DPR, in consultation with the Project Archaeologist, the San Manuel Band of Mission Indians, and Fernandeño Tataviam Band of Mission Indians, shall develop a data recovery plan. The data recovery plan will outline the research design, data recovery methods, and specialized

studies that will be used during data recovery activities. At the completion of all data recovery activities the Project Archaeologist will prepare a data recovery report for submission to DPR and the two Tribes.

Following the completion of all monitoring activities. The Project Archaeologist shall prepare a monitoring report for submission to DPR. The monitoring report will present the methods and results of the archaeological monitoring for the project, along with photographs of finds, sediments, and trench walls, as appropriate.

TCR-3: Treatment of Collected Artifacts. In the event that pre-contact resources associated with CA-LAN-192 or otherwise, are identified during construction and cannot be avoided by the project, they shall be collected by the archaeological monitor for temporary storage at a secure location. DPR shall consult with the San Manuel Band of Mission Indians and Fernandeño Tataviam Band of Mission Indians about the eventual treatment of collected artifacts. The treatment may include the formation of a reburial agreement or curation at an approved repository. If applicable, the reburial agreement shall outline the location and schedule for reburial and will outline measures that will be used to protect the reburial location from future disturbances, park improvements, and maintenance activities. The final treatment of artifacts collected during construction and data recovery activities shall be determined through consultation between DPR, the Project Archaeologist, the San Manuel Band of Mission Indians, and the Fernandeño Tataviam Band of Mission Indians.

TCR-4: Unanticipated Discovery. If human remains, or remains that are potentially human, are identified during construction the Project Archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance (Assembly Bill [AB] 2641). The Project Archaeologist shall notify the Los Angeles County Coroner (per Section 7050.5 of the Health and Safety Code), DPR, the San Manuel Band of Mission Indians, and the Fernandeño Tataviam Band of Mission Indians of the discovery. The provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code (PRC), and AB 2641 will be implemented. Work cannot resume within the no-work radius until the County, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.

TCR-5: Interpretive Panel. Following the completion of project construction, DPR shall install an interpretive panel within the park grounds. The location and content of the panel will be determined through consultation between DPR, the San Manuel Band of Mission Indians, and the Fernandeño Tataviam Band of Mission Indians, and the Project Archaeologist. The panel will discuss the pre-contact history of the area and the Native Americans who settled there.

19. UTILITIES AND SERVICE SYSTEMS

Would the project:	*Potentially Significant Impact*	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water draining, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

Water

The Los Angeles County Department of Public Works (LACDPW) – Waterworks District No. 40 (District) is the water provider for the Lake Los Angeles community. The District operates and maintains the public water distribution system for domestic demand and fire protection needs. The Lake Los Angeles community is rural and does not contain much pipeline infrastructure. Currently, two water mains exist within the immediate project area. One water main consists of a 12-inch diameter pipe that bisects the existing park and connects to a nearby housing tract. The other water main consists of a 12-inch diameter pipe that runs along Avenue P and the project site's southwestern boundary. The project area is within the 2992 pressure zone of the District system (ESA 2009).

As discussed in Section 4.10 Hydrology and Water Quality, Project would not result in significant additional demand on water supplies as future development has been previously accounted for and analyzed in the General Plan EIR and District planning documents. Because the Project is consistent with the District's water supply projections that indicate there are sufficient water supplies to serve the project and region, and because the development/connection fees required for Project implementation would help mitigate future new or expanded entitlements that potentially may be needed with future regional growth, Project impacts would not result in the need for new or expanded water supplies.

Wastewater and Sewage

The project site is located in an area without a public sewer system. Other developments within the vicinity, including the existing park facility, currently rely on septic systems to properly dispose of wastewater and sewage. The Proposed Project would require the use of an on-site septic disposal system and would not tie into the closest sewer system. As such, no impacts to wastewater and sewage capacity would occur.

Stormwater

The project is located in an area without a public storm drain system. Other developments in the vicinity rely on streets, roadside ditches, as well as various limited on-site improvements where necessary to avoid flooding. The topography within the developed portions of the Park has been leveled and terraced to support baseball fields, playgrounds, and other park elements.

The undeveloped portions of the Park consist of gently rolling terrain with a depressional area where the springs originally flowed. The Park is drained by an underground system that releases storm flows and other runoff into undeveloped portions of the Park to the west and north of the developed areas. The underground pipe outlets are one foot in diameter and covered by flap gates, to prevent any backflow. Stormwater also

flows by sheet flow along existing contours and is directed to catch basins throughout the site. The Project would not substantially modify these existing drainage conditions.

Electricity, Natural Gas, and Telecommunications

Southern California Edison (SCE) is the primary electricity service provider to the Lake Los Angeles community. A variety of sources provide electricity to SCE, including coal, nuclear, and hydroelectric plants throughout the western states. Service is not bound by jurisdictional boundaries, as SCE distributes power to a 50,000 square mile service area and a population of 15 million people through 4.6 million business and residential accounts (SCE 2020).

Natural gas service to the Lake Los Angeles community is provided by the Southern California Gas Company (SoCalGas) whose total service territory encompasses approximately 24,000 square miles throughout central and southern California (SoCalGas 2020). SoCalGas maintains a 30-inch supply line to the Antelope Valley. Currently, a gas main exists along Avenue P and the project site's southeast boundary (ESA 2009).

As discussed in Section 6 Energy, Project construction is expected to have a nominal effect on local and regional energy supplies. No unusual project characteristics would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or the state. Energy consumption associated with the Project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Additionally, the Proposed Project would not result in a direct or indirect increase in population or in any use that would require energy supplies beyond what was already evaluated and planned for in the County of Los Angeles General Plan. The Project would not require new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

Overall, the proposed improvements are not expected to require relocation or reconstruction of existing utilities. Impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

In foreseeable normal, single dry, and multiple dry years, the Waterworks District No. 40 predicts that it would have sufficient supply to meet water demands. Under normal conditions, the District projects its supply in 2020 and 2025 would be 110,090 AF and 121,590 AF, respectively. Demand would be 96,490 AF and 108,010 AF, respectively. In single and multiple dry year scenarios, the District projects that supply would be 96,490 AF in 2020 and 108,010 AF in 2025 (District 2017). The Project would not result in additional demand on water supplies as future development has been previously accounted for and analyzed in the General Plan EIR and District planning documents. The Project would also comply with the Water Shortage Contingency Plan outlined in the UWMP, if implemented. For example, limits may be applied to the number of days, frequency and duration of outdoor watering. As such, impacts to water supplies would be less than significant.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒

The project site currently utilizes a septic system as the community of Lake Los Angeles is entirely on septic or localized treatment systems. Implementation of the Proposed Project would not require installation of a

new septic system or expansion of the existing system (see Impact (a) above). No impact to wastewater treatment capacity would occur.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

Waste Management of Antelope Valley (Waste Management) is located at 1200 City Ranch Road in the City of Palmdale and provides all solid waste collection and disposal services to the Lake Los Angeles area. Waste Management has a service area of 120 square miles, from 110th Street West to 110th Street East, north of Avenue M. The two closest disposal facilities to the project site within Waste Management's jurisdiction are Antelope Valley Recycling and Disposal Facility and Lancaster Landfill and Recycling Center (Waste Management 2020a, 2020b).

The proposed gazebo, fitness zone, shade structures, and skate park are not anticipated to generate large amounts of solid waste. The closest landfill to the project site is Antelope Valley Recycling and Disposal Facility, approximately 18 miles west of the project site. This landfill has sufficient permitted capacity to accommodate the Project's solid waste disposal needs. In addition, the County's Solid Waste Management Program requires each city under its jurisdiction and the unincorporated portions of the County to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. Impacts would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Waste generated by the Proposed Project would comply with solid waste statues and regulations. The Proposed Project would be required to comply with all Resource Conservation and Recovery Act Regulations, including Title 40 of the Code of Federal Regulations, as well as Los Angeles County waste reduction programs. Additionally, the Project would comply with County requirements for receptacles, solid waste collection, and provisions regarding service rates, fees, and charges. The implementation of these programs would reduce the amount of solid waste generated be the Proposed Project and diverted to landfills. No impact would occur.

20. WILDFIRE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Government Code 51175-89 directs the California Department of Forestry and Fire Protection (CALFIRE) to identify areas of very high fire hazard severity zones within Local Responsibility Areas (LRA). Mapping of the areas, referred to as Very High Fire Hazard Severity Zones (VHFHSZ), is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior, and expected burn probabilities to quantify the likelihood and nature of vegetation fire exposure to buildings.

According to CALFIRE, the project site is not located in or near any state responsibility areas or land designated as very high fire hazard severity zones (VHFHSZ) (CALFIRE 2011). The Project would construct new facilities and amenities including a skate park, shade structures, a gazebo, and a fitness zone at Stephen Sorensen Park. To the north of the site, there are Tameobit Wildlife Sanctuary and single-family homes and access is not available to the site from Avenue O. To the south, access is limited to the use of Avenue P. To the west, Avenue P provides only local access and dead ends prior to reaching Avenue O. Therefore, the Proposed Project site is not likely found adjacent to a designated emergency response corridor used by emergency response vehicles. In the case of an emergency, access to the site is available at four entrances along East Avenue P. Therefore, the Project is not anticipated to substantially impair an adopted emergency response plan or emergency evacuation plan. A less than significant impact would occur.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒

As described in Section 20 a) the Proposed Project is not located in or near state responsibility areas or land classified as VHFHSZ. The Proposed Project would not expose park staff and patrons to pollutant concentrations from wildfire as a result of slope, prevailing winds, or other factors. No impact would occur.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

As described in Section 20 a) the Proposed Project is not located in or near state responsibility areas or land classified as VHFHSZ zones. Furthermore, the Proposed Project would not require the installation or

maintenance of infrastructure that would exacerbate fire risk resulting in temporary or ongoing impacts to the environments. No impact would occur.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

The Project is not located in or near a VHFHSZ. Construction of the Project would not require substantial grading of slopes or creation of slopes. No people currently live on the site and no residential structures are proposed as part of the Project. Accordingly, the Project is not likely to expose people or structures to landslides or downstream flooding as a result of runoff, post-fire slope instability, or drainage changes. A less than significant impact would occur.

e) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

The Project would construct new facilities and amenities including a skate park, shade structures, gazebo, and fitness zone at Stephen Sorensen Park. The Project does not propose any habitable structures to be built onsite. Therefore, the Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. A less than significant impact would occur.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Impacts to biological resources, cultural resources, paleontological resources, geology and soils, and tribal cultural resources are discussed in the respective sections of this Initial Study. Impacts would be less than significant with **Mitigation Measures BIO-1** through **BIO-3, CUL-1** and **CUL-2, GEO-1,** and **TCR-1** through **TCR-5**.

b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☐	☒

As part of the Los Angeles County General Plan, the Department of Parks and Recreation conducted a preliminary gap analysis to determine the need for additional parks and to identify park poor areas (County of Los Angeles 2015b). Using the County's goals for 4 acres of local parkland per 1,000 residents in the unincorporated areas, and 6 acres of regional parkland per 1,000 residents, the Gap Analysis Study shows that the unincorporated areas face a significant deficit in local parkland: 3,719 acres. Also noteworthy is the fact that 9 of the 11 Planning Areas have deficits in regional parkland. Based on population projections, the unincorporated areas would have deficits of 5,987 acres in local parkland and 5,046 acres in regional parkland by the year 2035 if no new parks are created (County of Los Angeles 2015b). As such, the Proposed Project would be in alignment with the County's long-term goals by expanding park facilities and amenities for unincorporated Los Angeles County. No impact would occur.

c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐

Impacts would not be cumulatively considerable with the incorporation of the proposed mitigation measures.

d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Direct and indirect impacts to human beings would be less than significant with the implementation of mitigation measures listed in this Initial Study.

REFERENCES

[AVAQMD] Antelope Valley Air Quality Management District

2016 California Environmental Quality Act (CEQA) And Federal Conformity Guidelines.

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APPENDICES

Appendix A - Air Quality/Greenhouse Gas Analysis

Appendix B - Biological Resources Assessment

Appendix C - Cultural Resources Assessment (Confidential)

Appendix D - Geotechnical Investigation (Confidential)

Appendix E - Noise Impact Assessment

Appendix F - Traffic Impact Assessment

Appendix G - Tribal Cultural Resources