DRAFT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

CYPRESS SPORTS PARK

CYPRESS, CALIFORNIA

August 2019

This page intentionally left blank

DRAFT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

CYPRESS SPORTS PARK

CYPRESS, CALIFORNIA

Submitted to:

City of Cypress
5275 Orange Avenue
Cypress, California 90630

Prepared by:

LSA
20 Executive Park, Suite 200
Irvine, California 92614
(949) 553-0666

Project No. CCP1903

August 2019

This page intentionally left blank

TABLE OF CONTENTS

APPENDICES

FIGURES AND TABLES

FIGURES

TABLES

This page intentionally left blank

LIST OF ABBREVIATIONS AND ACRONYMS

AAQS	ambient air quality standards
AB	Assembly Bill
ADA	Americans with Disabilities Act
ADT	average daily trips
AELUP	Airport Environs Land Use Plan
afy	acre-feet per year
AGR	Agricultural Supply
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ASBS	Area of Special Biological Significance
AUHSD	Anaheim Union High School District
Basin	South Coast Air Basin
bgs	below ground surface
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CA FID UST	California Facility Inventory Database
CAAQS	California Ambient Air Quality Standards
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
California Register	California Register of Historical Resources
CalRecycle	California Department of Resources, Recycling, and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBSC	California Building Standards Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CGS	California Geological Survey
CH_4	methane
City	City of Cypress
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide

CO_2e	carbon dioxide equivalent
CPD	Cypress Police Department
CRECs	Controlled Recognized Environmental Concerns
CSA	California Special Animal
CWA	Clean Water Act
cy	cubic yards
DAMP	Drainage Area Management Plan
dB	decibel(s)
dBA	A-weighted decibel(s)
District	Cypress School District
EDR	Environmental Data Resources, Inc.
EIR	Environmental Impact Report
EPA	United States Environmental Protection Agency
ESA	Environmental Site Assessment, also Environmentally Sensitive Areas
FAA	Federal Aviation Administration
FAR	floor-to-area ratio
FEMA	Federal Emergency Management Agency
FHSZ	fire hazard severity zones
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FRAP	Fire and Resources Assessment Program
ft	foot/feet
FTA	Federal Transit Administration
GCC	global climate change
GHG	greenhouse gases
gpd	gallons per day
gpm	gallons per minute
GSWC	Golden State Water Company
GWh	gigawatt-hour(s)
GWP	Global Warming Potential
HAZWOPER	Hazardous Waste Operations and Emergency Response
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HFC	hydrofluorocarbons
HRECs	Historical Recognized Environmental Concerns
I-	Interstate
inch/sec	inch(es) per second
IND	Industrial Service Supply
IS/MND	Initial Study/Mitigated Negative Declaration
JFTB	Joint Forces Training Base (Los Alamitos)

JPA	Joint Powers Authority
kWh	kilowatt-hour(s)
LACSD	Los Angeles County Sanitation District
L_{eq}	equivalent continuous sound level
L_{dn}	day-night average level
LID	Low Impact Development
L_{max}	maximum instantaneous noise level
LOS	level of service
LRA	Local Responsibility Area
LSTs	localized significance thresholds
LUST	leaking underground storage tank
L_V	velocity in decibels
m	meter(s)
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
mg/L	milligrams per liter
MLD	Most Likely Descendant
MM	Mitigation Measure
MND	Mitigated Negative Declaration
Modular Wetland System	Modular Wetland stormwater biofiltration system
mpg	miles per gallon
mph	miles per hour
MRZs	Mineral Resource Zones
MS4	Municipal Separate Storm Sewer System
MT	metric tons
MTBE	methyltert-butyl ether
MUN	Municipal and Domestic Supply
MWD	Metropolitan Water District of Southern California
MWDOC	Municipal Water District of Orange County
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NO_2	nitrogen dioxide
NOI	Notice of Intent
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O_3	Ozone
OCFA	Orange County Fire Authority
OCFCD	Orange County Flood Control District

OCHCA	Orange County Health Care Agency
OCPL	Orange County Public Library
OCSD	Orange County Sanitation District
OCTA	Orange County Transportation Authority
OCWD	Orange County Water District
OCWR	OC Waste & Recycling
OPR	Governor's Office of Planning and Research
Pb	Lead
PFC	perfluorocarbons
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
PPV	peak particle velocity
PRC	California Public Resources Code
PROC	Industrial Process Supply
Project	Cypress Sports Park
PS-1A	Public and Semi-Public (zone)
RCM	Regulatory Compliance Measure
RCP	reinforced concrete pipe
RECs	Recognized Environmental Concerns
RMS	root-mean-square
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SF_6	sulfur hexafluoride
SFHA	Special Flood Hazard Area
SIP	State Implementation Plan
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SMARTS	Storm Water Multiple Application and Report Tracking System
SO_2	sulfur dioxide
SO_X	sulfur oxides
Specific Plan	Cypress Town Center and Commons Specific Plan 2.0
SR-	State Route
SRA	Source Receptor Area; also State Responsibility Area
ST	short-term (noise measurement)
SWEEPS UST	Statewide Environmental Evaluation and Planning System
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board

TACs	toxic air contaminants
TDM	Transportation Demand Management
TDS	total dissolved solids
tpd	tons per day
TPHs	total petroleum hydrocarbons
TSS	total suspended solids
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
v/c	volume-to-capacity
VdB	velocity in decibels
VECs	vapor encroachment conditions
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOCs	volatile organic compounds
WDID	Waste Discharge Identification Number
WDRs	Waste Discharge Requirements
West-Comm	West Cities Police Communications Center
WQMP	Water Quality Management Plan

This page intentionally left blank

1.0 INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*, this Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed Cypress Sports Park Project (proposed project) near the intersection of Cerritos Avenue and Lexington Drive in the City of Cypress. Consistent with *State CEQA Guidelines* Section 15071, this IS/MND includes a description of the proposed project, an evaluation of the potential environmental impacts, and findings from the environmental analysis.

This IS/MND evaluates the potential environmental impacts that may result from development of the proposed project. The City is the Lead Agency under CEQA and is responsible for adoption of the IS/MND and approval of the project.

1.1 CONTACT PERSON

Any questions or comments regarding the preparation of this IS/MND, its assumptions, or its conclusions should be referred to:

Amy Stonich, City Planner
City of Cypress
5275 Orange Avenue
Cypress, California 90630
Phone: (714) 229-6720

This page intentionally left blank

2.0 PROJECT DESCRIPTION

This section describes the proposed Cypress Sports Park Project (proposed project) that is evaluated in this Initial Study/Mitigated Negative Declaration (IS/MND). A description of the proposed project's location, characteristics, and required approvals is provided below.

2.1 PROJECT OVERVIEW

The proposed project includes the construction of a new 6-acre sports park on an approximately 9-acre site (project site) at the southeast corner of Cerritos Avenue and Lexington Drive in the City of Cypress (City). The project includes a multi-use athletic field with shaded bleachers that would feature sports fields, play areas with an adjacent mural, an exercise station, picnic shelters, restrooms, two half-basketball courts, a walking path, a storage building, and associated landscaping and utility improvements.

2.2 PROJECT LOCATION AND SITE DESCRIPTION

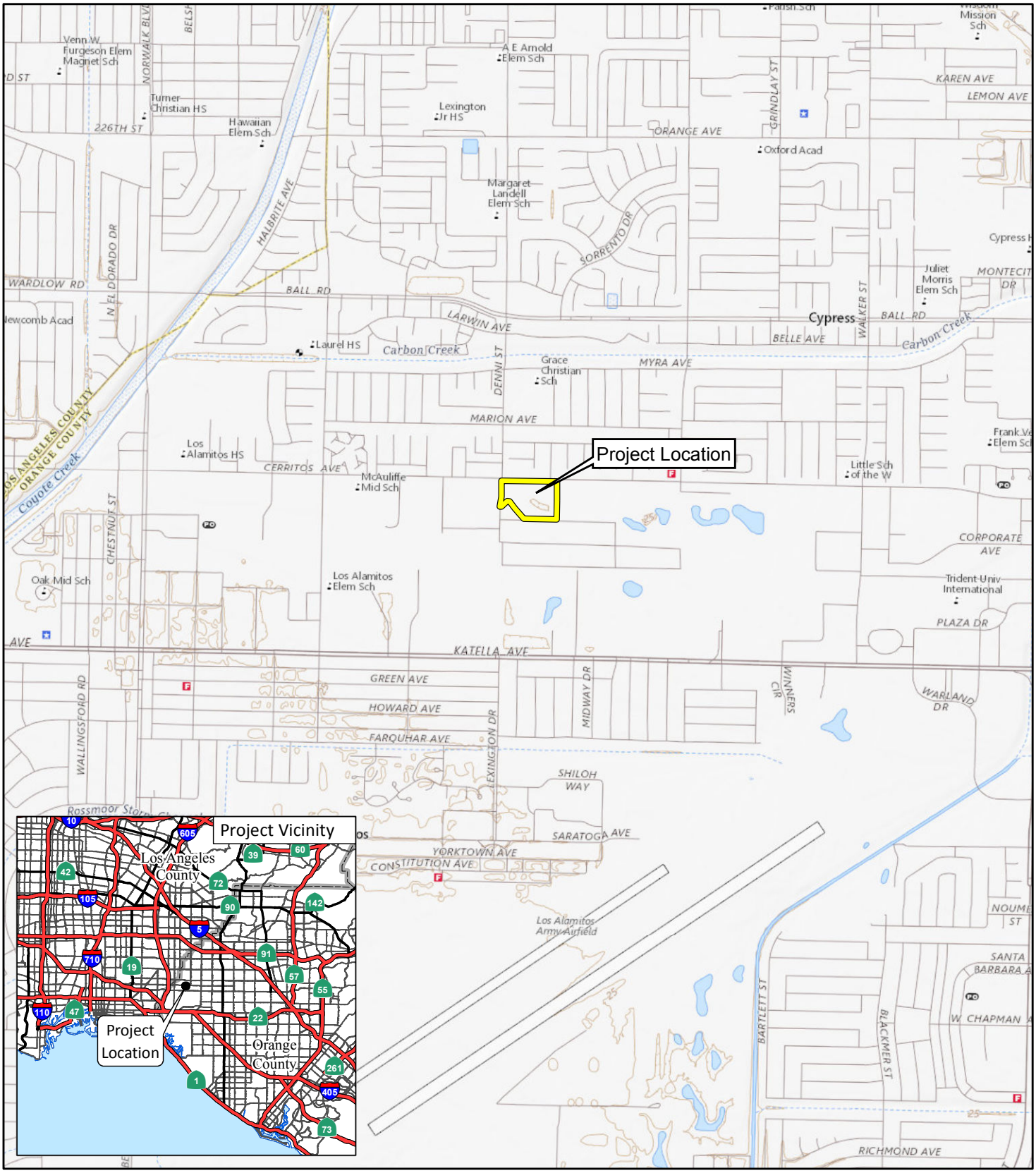
The project site is located in the southwestern part of the City, which is located in northwestern Orange County, California. The project site consists of an approximately 9-acre portion of a larger property located at the southeast corner of Cerritos Avenue and Lexington Drive (Assessor's Parcel Number [APN] 241-221-23). The project site also includes a privately owned access easement southwest of APN 241-221-23 that allows for access to the proposed park from Lexington Drive. The project site is located approximately 1.5 miles east of Interstate (I-) 605, and approximately 2.3 miles north of State Route (SR-) 22/I-405. Refer to Figure 2.1, Regional Location, for an overview of the project site's location within the City and the larger northwestern Orange County region.

As shown on Figure 2.2, Surrounding Land Uses, the project site is surrounded by single-family residences, offices, and a preschool to the north across Cerritos Avenue, stables to the south, commercial uses to the west across Lexington Drive, and stables and miscellaneous equipment and facilities associated with the Los Alamitos Race Course to the east.

As shown on Figure 2.3, Site Plan, the project site is generally rectangular in shape, with the exception of the southwest boundary, which extends diagonally from the access driveway off of Lexington Drive to the southern project boundary, and borders a 1-acre dirt lot that is used as a maintenance yard. The maintenance yard will continue to operate, and is excluded from the proposed project; however, as discussed in further detail below, the proposed project would provide minor landscaping improvements along the northern perimeter of the maintenance yard near the Lexington Drive access driveway.

The project site was formerly part of the Cypress Golf Course property, which permanently closed in 2004. Following the closure of the golf course, the project site was used by the Los Alamitos Race Course for equipment and supply storage. As shown in Figure 2.4, Existing Conditions, the project site lacks pavement and is characterized by dirt roads connecting the stable area with the main Race Course area, and scattered vegetation likely remaining from the Cypress Golf Course.

This page intentionally left blank



LEGEND

Project Location

FIGURE 2.1

0 1000 2000

FEET

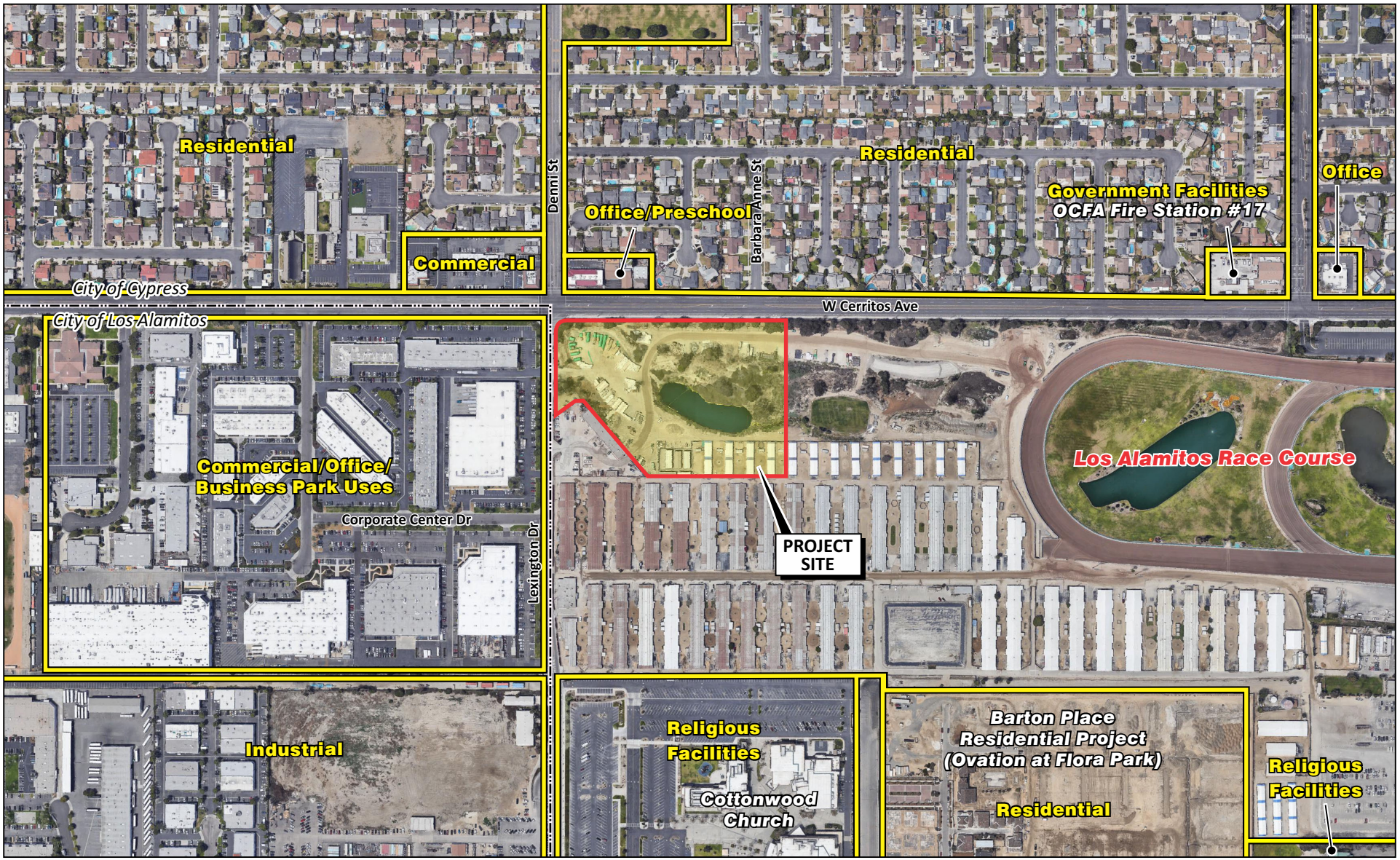
SOURCE: USGS (2009-2012)

I:\CCP1903\GIS\MXD\Project_Location.mxd (7/16/2019)

Cypress Sports Park

Regional and Project Location Map

This page intentionally left blank



LSA

LEGEND

- City Boundary

N

0 250 500

FEET

SOURCE: Google Earth, 2019

FIGURE 2.2

Cypress Sports Park

Surrounding Land Uses

I:\CCP1903\G\Surrounding_Land_Uses.cdr (7/16/2019)

This page intentionally left blank

LSA

LEGEND

Lexington Drive Access Easement

FIGURE 2.3

N

0 60 120

FEET

SOURCE: Community Works Design Group

I:\CCP1903\G\Site_Plan.cdr (8/21/2019)

Cypress Sports Park

Site Plan

This page intentionally left blank

FIGURE 2.4

LSA

N

0 250 500

FEET

SOURCE: Google Earth, 2019

Cypress Sports Park
Existing Conditions

I:\CCP1903\G\Existing_Conditions.cdr (7/16/2019)

This page intentionally left blank

The project site contains the remains of a concrete-lined manmade depression associated with the former golf course that has mostly dried up since the water pumps that once supplied it with water were turned off in March 2019.

An unsignalized driveway on the western boundary of the site off Lexington Drive is currently the only access point to the project site. Metal fencing and tall trees along the project site's perimeter adjacent to Cerritos Avenue and Lexington Drive allow for partially obstructed views of the site.

2.2.1 Land Use and Zoning

The project site is within the boundaries of the Cypress Town Center and Commons Specific Plan 2.0 (Specific Plan, Approved June 5, 2018) (see Figure 2.5, Cypress Town Center and Commons Specific Plan 2.0 Land Use Plan) and is, therefore, designated as Specific Plan in the City's General Plan Land Use Element. The Specific Plan supersedes the Cypress Business & Professional Center Specific Plan (Approved April 17, 1990, Amended and Restated June 5, 2012), which previously regulated the land uses and development on the project site. The Specific Plan Area is divided into six land use districts that will govern the design and development of a mixed-use, sustainable community. A critical component of the Specific Plan is approximately 20 acres of public park space that will be spread throughout the Specific Plan Area.

The Cypress Town Center and Commons Specific Plan 2.0 also constitutes the zoning for the project site. As shown on Figure 2.5, the project site is currently zoned for Public Park District, which allows for public parks and related and supporting improvements, facilities, and roadways.

The project does not propose any amendments to the City's General Plan, the Specific Plan, or the City's Zoning Ordinance.

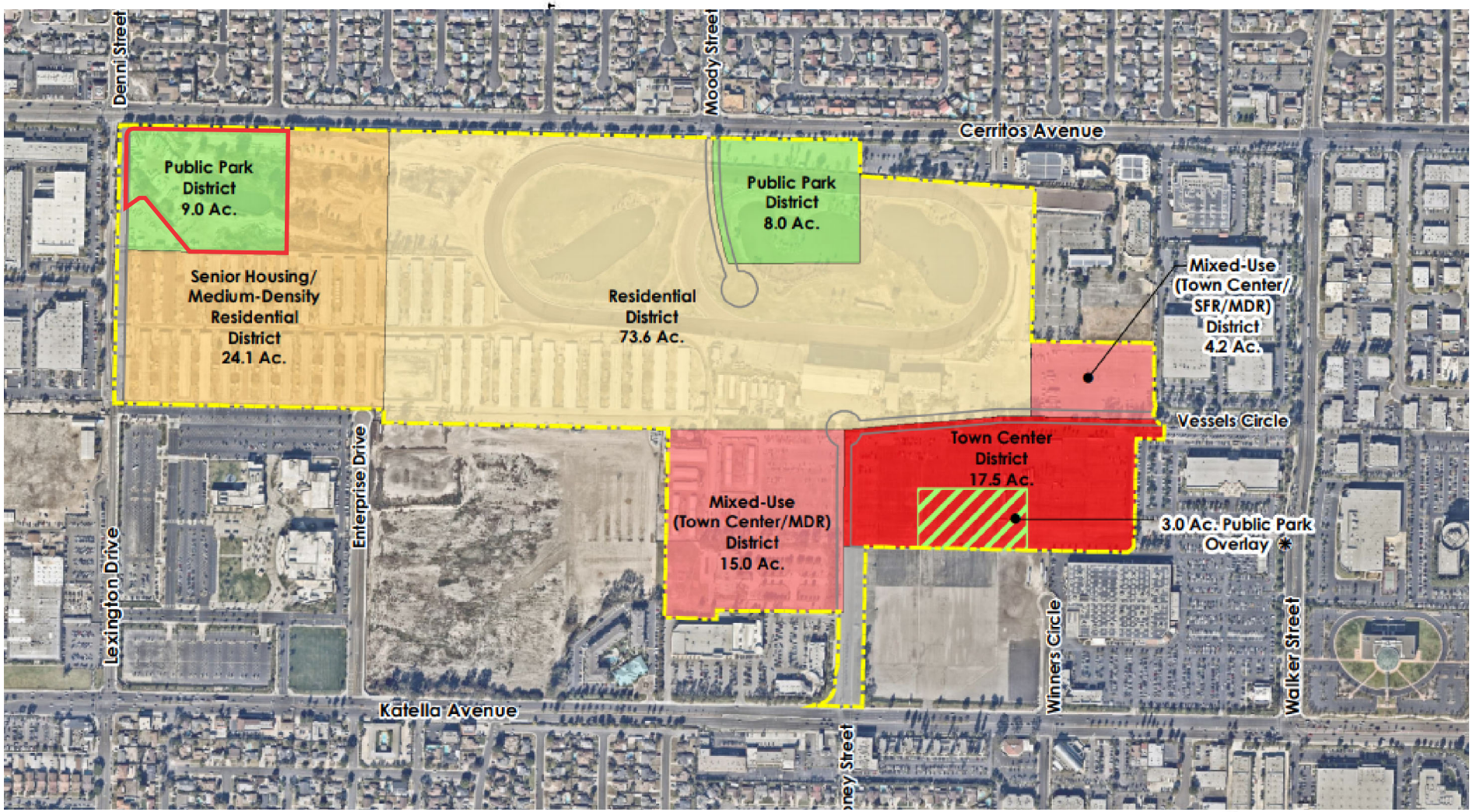
2.2.2 Project Characteristics

The project proposes to convert 6 acres of the 9-acre project site to a park that would contain a multi-use athletic field with shaded bleachers that would feature sports fields, play areas with an adjacent mural, an exercise station, picnic shelters, restrooms, two half-basketball courts, a walking path, a storage building, and associated landscaping and utility improvements.

2.2.2.1 Site Design/Layout

The proposed project would include the clearing and grading of the majority of the site, including the removal of existing facilities associated with the Los Alamitos Race Course and remaining vegetation and features associated with the Cypress Golf Course. Due to the existing topography, the project would require the leveling of topographic features and the filling in of the manmade depression associated with the former golf course. Parking would be situated along the northern and eastern perimeters of the project site, and in the northwest corner of the project site. The multi-use athletic field would be situated in the center of the project site, with an exercise station and picnic areas located along the northern side of the field. The walking path would extend along the southern perimeter of the project site and around the field. The play areas and basketball courts would be located in the southwest and southeast corners of the project site, respectively. Entry

This page intentionally left blank



LSA

LEGEND

- Project Site

0 350 700

FEET

SOURCE: FORMA

FIGURE 2.5

Cypress Sports Park

Cypress Town Center and Commons
Specific Plan 2.0 Land Use Plan

I:\CCP1903\G\Specific_Plan_Land_Use.cdr (8/22/2019)

This page intentionally left blank

points to the project site would be provided via driveways along Lexington Drive on the western side of the project site, and along Cerritos Avenue at the northeast corner of the project site.

2.2.2.2 Operational Characteristics

The proposed project replaces existing Los Alamitos Race Course facilities with a 6-acre park on the 9-acre project site. The proposed park would provide opportunities for various recreational activities and sports on multiple fields, an exercise station and walking path, and play areas for children and toddlers. During project operation, the site would be open for use from dawn until 10:00 p.m. During general multi-use field usage, on-site lighting on the fields would operate starting at dusk and would end no later than 10:00 p.m. Special events requiring the park to remain open past 10:00 p.m. would be infrequent and specially permitted by the City. The new park would host evening sports practices and games. Primary users of the site are anticipated to be residents in the surrounding neighborhoods and participants in local sports leagues.

2.2.2.3 Outdoor Lighting

As previously discussed, pole-mounted sports field lighting would illuminate the multi-use athletic field from dusk until 10:00 p.m., and low-level security lighting would illuminate spectator areas and pedestrian paths along the project site boundaries. Special events requiring on-site lighting past 10:00 p.m. would be infrequent and specially permitted by the City. All exterior lighting would comply with lighting standards in the City's Municipal Code, which requires that light sources visible from outside the project boundary be shielded to reduce glare so that neither the light source nor its image from a reflective surface shall be directly visible from any point beyond the property line. The proposed site design includes eight light structures, with a maximum height of 80 ft. Two light structures, at the north and south ends of the multi-use athletic field would be 80 ft in height. Four light structures at the east and west ends of the multi-use athletic field would be 70 ft in height, and two light structures at the children's play area and half basketball courts would be 40 ft in height.

2.2.2.4 Access and Parking

As part of the proposed project, Lexington Drive would be widened from two to five lanes between the existing driveway to the project site and Cerritos Avenue. In its existing condition, the Lexington Drive driveway consists of concrete at the entry point adjoining Lexington Drive and an unpaved dirt road that provides access to the project site. As part of the proposed project, the Lexington Drive driveway would be graded and paved. The improved driveway off of Lexington Drive would allow for access to the project site to vehicles entering from the north or south. Vehicles exiting the project site via the Lexington Drive driveway would be able to make left and right turns onto Lexington Drive. Additionally, a new driveway allowing right- and left-in, right-out access would be constructed in the northeast corner of the project site along Cerritos Avenue. This driveway would connect with the existing Barbara Anne Street/Cerritos Avenue intersection. A 12 ft wide deceleration lane would be constructed along Cerritos Avenue for traffic heading east and entering the project site via the Cerritos Avenue driveway. The existing on-street bike lane on the south side of Cerritos Avenue would be replaced with a dashed lane in the vicinity of the new deceleration lane. The proposed project would include two curbside "drop-off" areas within the project site near each of the entry driveways. Pedestrian access would be provided at both driveways. At the Lexington Drive entry

point, there would be a sidewalk along the southern side of the driveway. A sidewalk would also be provided along the western side of the driveway along Cerritos Avenue.

Up to 242 parking spaces would be provided along the west, north, and east perimeters of the project site, surrounding the multi-use fields and various recreation areas. Seven of these parking spaces would be designated Americans with Disabilities Act of 1980 (ADA)-accessible parking spaces located immediately adjacent to the eastern and western sides of the multi-use field. The proposed project would also provide bike racks.

2.2.2.5 Landscaping

The majority of on-site landscaping would be situated along the perimeters of the project site. Trees and ornamental vegetation would border the multi-use field, half basketball courts, and play areas. To the extent feasible, the proposed project would use drought-tolerant vegetation and non-invasive plantings, consistent with Chapter 29, Article I, Water Efficient Landscape Requirements, of the City's Municipal Code. The multi-use fields would feature artificial turf. The project would include an 8 ft security fence along the project site's perimeter, and a 3 ft ornamental fence separating the parking area in the northwest portion of the project site from the field and play areas. Parking areas would feature landscaping consistent with Cypress Municipal Code Section 3.13.060, which requires that parking areas shall include landscaped buffer zones between parking areas and rights-of-way, and between parking areas and drive aisles.

2.2.2.6 Utilities and Drainage

New water and sewer lines would be constructed on site and beneath the park, and would connect to the existing water lines and sewer mains within Cerritos Avenue, or Lexington Drive, and/or Katella Avenue. The electrical utilities for the project site will be provided by Southern California Edison (SCE). New electrical lines on the project site would connect to existing lines within Cerritos Avenue and/or Lexington Drive. Solid waste services will be provided by Valley Vista of Orange County.

The proposed project would be required to comply with all federal, State, and local regulations related to drainage and water quality. After project grading and construction, the proposed project would increase the impervious surface area on the project site. A Hydrology Study and Water Quality Management Plan are currently being prepared for the proposed project.

2.2.3 Conservation and Sustainability Features

The proposed project would be designed to comply with the water efficiency and energy conservation requirements included in the California Building Standards Code (California Code of Regulations [CCR], Title 24).

2.2.3.1 Construction Schedule

Development of the proposed project would require the demolition of any existing structures on the site; excavation and grading of the site; delivery of materials and personnel; construction of the buildings and parking areas; installation of the playground and the multi-purpose athletic field; and landscaping of the project site. Construction of the proposed project would occur in a single phase.

Development is anticipated to take approximately 15 months, beginning in early 2020 and ending mid-2021. Construction is expected to occur on weekdays between the hours of 7:00 a.m. and 5:00 p.m. Per Section 13-70 of the City's Municipal Code, Special Provisions, construction is permitted within the City between 7:00 a.m. and 8:00 p.m. on weekdays, and 9:00 a.m. and 8:00 p.m. on Saturdays. No noise-generating construction activities are permitted on Sundays or on federal holidays.

Based on the preliminary grading plans, approximately 3,000 cubic yards (cy) of material would need to be imported to the project site. Demolition, grading, and building activities would involve the use of standard earthmoving equipment such as loaders, bulldozers, cranes, and other related equipment.

All construction equipment and materials, including construction employees' personal motor vehicles, would be staged on site or on an alternative off-site location selected and approved by the City.

2.3 DISCRETIONARY ACTIONS AND NON-DISCRETIONARY PERMITS/APPROVALS

The City is the Lead Agency and has principal authority and jurisdiction over all land use entitlements within the incorporated City. The proposed project would require the following discretionary approvals by the City:

- Approval of park layout and site specifications

Other non-discretionary actions anticipated to be taken by the City and additional agencies at the staff level as part of the proposed project include, but are not limited to, the actions detailed in Table 2.A, below. This list is preliminary, and may not be comprehensive.

Table 2.A: Non-Discretionary Permits/Approvals

Agency	Permit/Approval
City of Cypress Community Development Department	Demolition, building, and grading permits
State Water Resources Control Board (SWRCB)	Waste Discharge Identification Number (WDID) for the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002 as amended by 2010-0013-DWQ and 2012-0006-DWQ)
Santa Ana Regional Water Quality Control Board (RWQCB) (Region 8)	Waste Discharge Identification Number (WDID) for the General Waste Discharge Requirements for Discharge to Surface Waters that Pose an Insignificant (*De Minimis*) Threat to Water Quality (Order No. R8-2015-0004 NPDES No. CAG998001)
Orange County Fire Authority (OCFA)	Plan Approval, including emergency access and fire water supply

This page intentionally left blank

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in Chapter 3.0.

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

3.1 DETERMINATION. On the basis of this initial evaluation:

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

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

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

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

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

Signature

8/27/19
Date

This page intentionally left blank

4.0 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 a lead agency 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 agency 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 "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 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) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously

prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

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

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and

   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant 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?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Impact Analysis

a) Would the project have a substantial effect on a scenic vista?

No Impact. A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. Aesthetic components of a scenic vista generally include (1) scenic quality, (2) sensitivity level, and (3) view access. Although the City of Cypress (City) General Plan does not provide a definition of scenic vistas, potential scenic vistas include areas with views of the coastline, mountains, or other prominent scenic features that are considered significant visual resources for residents and businesses.

The City is almost entirely built out and neither the project site nor other properties in the project vicinity provide substantial views of any water bodies, mountains, hilltops, or any other significant visual resources. As such, the City's General Plan has not designated any scenic corridors or scenic vistas within the City. The project site is located in a flat area and is surrounded by urban development, including commercial uses to the west and south, residential developments to the north, and facilities associated with the Los Alamitos Race Course to the east and southeast. In addition, the proposed project has a relatively low scale (i.e., the on-site structures and accessory buildings would be approximately 15 ft high), and would not block the views from any surrounding features. On-site lighting would consist of eight lighting structures: two 80 ft poles at the north and south ends of the multi-use athletic field, four 70 ft poles at the east and west ends of the multi-use athletic field, and two 40 ft poles at the children's play area and half basketball courts. The height of on-site lighting structures would be similar to lighting structures utilized at the neighboring Los Alamitos Race Track and is typical for a sports park use. The impact that the height of on-site lighting structures would have on surrounding views would be negligible. Therefore, the proposed project would have no impacts related to a scenic vista, and no mitigation is required.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The project site is not located in the vicinity of a State Scenic Highway. According to the California Department of Transportation (Caltrans) California Scenic Highways Mapping System, the City of Cypress does not contain any designated State Scenic Highways. The project site is approximately 4.5 miles west of the closest designated State Scenic Highway, a segment of Pacific Coast Highway (PCH) in the City of Seal Beach that runs from the Los Angeles and Orange County lines (Post Mile [PM 0.00]) south to Jamboree Road in the City of Newport Beach (PM 33.72).[1] Due to distance and topography, the project site is not visible from the designated segment of PCH. Therefore, the proposed project does not have the potential to damage scenic resources from designated scenic highways, and no mitigation is required.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project site is currently developed with facilities associated with the Los Alamitos Race Course, and is located in an urbanized area. The surrounding area is predominately characterized by a variety of residential and commercial uses, and roadways, such as Cerritos Avenue and Lexington Drive. As discussed in detail below, the proposed project would not conflict with applicable zoning or General Plan regulations governing scenic quality.

Construction. Construction of the proposed project would involve on-site construction activities that would be visible to travelers along Cerritos Avenue and Lexington Drive. Construction activities would be temporary in nature and, consequently, would not substantially impact sensitive uses. Therefore, due to the short-term duration of construction activities, impacts during construction would be less than significant, and no mitigation would be required.

Operation. As described above, the visual character immediately surrounding the project site is representative of a built-out urban area containing a mix of residential and commercial uses, as well as the horse barns and stables associated with the Los Alamitos Race Course. The form and scale of the project's proposed structures would not be visually disruptive to neighboring communities because it would be developed at a similar scale. In addition, the project would provide open space, introduce a land use that includes landscaping, and provide visual relief within a densely urbanized area. The proposed project would be visible to pedestrians and vehicular traffic along Cerritos Avenue and Lexington Drive. Existing views of the site from residential uses along Cerritos Avenue and commercial uses along Lexington Drive include metal fencing around the perimeter of the site, ruderal grassland, barren areas lacking vegetation, ornamental landscaping,

[1] Caltrans California Scenic Highways Mapping System. 2019. Website: https://www.arcgis.com/home/webmap/viewer.html?layers=f0259b1ad0fe4093a5604c9b838a486a (accessed July 3, 2019).

and unpaved dirt roads. The project site is within an area containing storage facilities associated with the Los Alamitos Race Course. Due to the site's orientation within the Los Alamitos Race Course property, there are no public views of the site from the south or the east. The installation of landscaping and fencing would help to partially screen the park from surrounding areas; however, parks are generally considered aesthetically pleasing in comparison to other forms of urban development. Design and landscaping would serve to enhance the existing visual quality and character of the site as compared to existing conditions.

Zoning. The project site is zoned for Public Park District by the Specific Plan. The Public Park District zoning designation sets aside 17 acres of land located in two parcels in the northern portion of the Specific Plan Area to be developed with public parks and related and supporting improvements, facilities, and roadways. Permitted uses within the Public Park District include recreation facilities, access and service roads, community garden/farmers market, dog parks, shade structures, hiking and biking trails, parking lots, picnic areas and associated facilities, outdoor event area/lawns, community centers, refreshment/concession stands, flood control facilities, and utility easements and rights-of-way. The project proposes to develop 6 acres of the 9-acre site with lighted multi-use fields, two half basketball courts, children's play areas, recreational amenities, and passive park space with associated utility improvements. As such, the project would be consistent with uses allowed in the Public Park District.

The Specific Plan outlines the minimum development standards allowed in the Public Park District. One purpose of these regulations is to ensure compliance with appropriate standards related to aesthetics and scenic quality. The proposed project would be consistent with the development standards that apply to the Public Park District.

General Plan. Although the General Plan Land Use Element (2001) has not been formally amended since the adoption of the Specific Plan, the project site currently has a land use designation of Specific Plan. As discussed above, the proposed project would be consistent with the permitted uses allowed in the Specific Plan's Public Park District. The proposed project would also be consistent with the following applicable goals and policies regulating visual character and urban design in the City.

- **Policy LU-1.7:** Where feasible, increase the amount and network of public and private open space and recreational facilities for active or passive recreation as well as for visual relief.

- **Goal LU-2:** Ensure that new development is compatible with surrounding land uses, the circulation network, availability of public facilities, and existing development constraints.

- **Policy LU-2.1:** Ensure a sensitive transition between commercial or business park uses and residential uses by implementing precise development standards with such techniques as buffering, landscaping, and setbacks.

- **Policy LU-4.4:** Preserve Cypress' low density residential neighborhoods through enforcement of land use and property development standards to create a harmonious blending of buildings and landscape.

- **Goal LU-5:** Ensure that public facilities and services are available to accommodate development allowed under the General Plan and Zoning Ordinance.

The design of the proposed park would be compatible with the aforementioned Zoning regulations and General Plan goals and policies. As part of the project, landscaping would improve project site conditions and enhance views of the site from adjacent properties. Additionally, implementation of the proposed project would not result in a disruption to the existing patterns and scales among surrounding developments, and would be visually cohesive with surrounding residential neighborhoods. Furthermore, all signs would be approved by the City of Cypress Community Development Department. Overall, developments associated with the proposed project are anticipated to improve the existing visual character of the project site and would contribute to enhanced visual quality and views between the project site and the surrounding area.

Summary. The project site is located in an urbanized area. The proposed project would redevelop the site with a 6-acre public park that would enhance the visual quality and character of the site. Project implementation would not fundamentally alter the surrounding land use character. In addition, the proposed project is consistent with current zoning and applicable development standards, and with the General Plan Land Use designation and applicable General Plan policies. For the reasons stated above, the proposed project would not degrade the visual character of the project site or conflict with applicable zoning and other regulations governing scenic quality, and no mitigation is required.

d) Would the project create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

Less Than Significant with Mitigation Incorporated. The impact of nighttime lighting depends upon the type of use affected, the proximity to the affected use, the intensity of specific lighting, and the background or ambient level of the combined nighttime lighting. Nighttime ambient light levels may vary considerably depending on the age, condition, and abundance of point-of-light sources present in a particular view. The use of exterior lighting for security and aesthetic illumination of architectural features may contribute to ambient nighttime lighting conditions.

The spillover of light onto adjacent properties has the potential to interfere with certain activities, including vision, sleep, privacy, and general enjoyment of the natural nighttime condition. Light-sensitive uses include residential, some commercial and institutional uses, and, in some situations, natural areas. Changes in nighttime lighting may become significant if a proposed project substantially increases ambient lighting conditions beyond its property lines and project lighting routinely spills over into adjacent light-sensitive land use areas.

Reflective light (glare) is caused by sunlight or artificial light reflecting from finished surfaces (e.g., window glass) or other reflective materials. Glass and other materials can have many different reflectance characteristics. Buildings constructed of highly reflective materials from which the sun reflects at a low angle commonly cause adverse glare. Reflective light is common in urban areas. Glare generally does not result in the illumination of off-site locations but results in a visible source of light viewable from a distance.

Nighttime illumination impacts are evaluated in terms of the project's net change in ambient lighting conditions and proximity to light-sensitive land uses. The project site is predominantly surrounded by residential and commercial uses. Sensitive receptors in the vicinity of the site include residential uses to the north of the site. Other sources of light on and adjacent to the project site include exterior lighting from adjacent residential neighborhoods, the Los Alamitos Race Course and associated facilities to the east and south, and commercial facilities to the west and further south beyond the limits of the Race Course facilities. The Los Alamitos Race Course contains pole-mounted lighting around the perimeter of the race track and near spectator facilities that contribute to nighttime lighting during race course events, which can contribute to light spillage in neighboring residential communities. Night racing typically occurs on Friday, Saturday, and Sunday nights during the Summer and Fall months. Facilities associated with the Los Alamitos Race Course on the project site itself, such as horse barns and storage structures, have been removed; in its existing condition, the project site is unlit. Streetlights and vehicle headlights contribute to other light sources in the vicinity of the project site.

Construction. Construction activities would occur primarily during daylight hours. For the purposes of this analysis, a 10-hour construction day is assumed (from roughly 7:00 a.m. to 5:00 p.m.). Any construction-related illumination during evening and nighttime hours would be shielded to the extent feasible and would consist of the minimum lighting required for safety and security purposes only and would occur only for the duration required for the temporary construction process. Due to its limited scope and short duration, light resulting from construction activities would not substantially impact sensitive uses, substantially alter the character of off-site areas surrounding the construction area, or interfere with the performance of an off-site activity. Therefore, construction of the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and light impacts associated with construction would be less than significant.

Operation. The proposed project would be located within a developed area of the City, with ambient light levels that are typical for an urban area. In its existing condition, the pole-mounted lighting on the neighboring Los Alamitos Race Course contributes to nighttime light on residential properties to the north and east of the project site. During general multi-use field usage, on-site lighting on the fields would operate starting at dusk and would end no later than 10:00 p.m. Special events requiring on-site lighting past 10:00 p.m. would be infrequent and specially permitted by the City. Although the proposed project would introduce new sources of light to the project site that are typical of recreational uses, all outdoor lighting would be directed downward and shielded to minimize off-site spill. Additionally, the location and intensity of all exterior lighting would comply with lighting standards established in Article I Section 3.11.060, Exterior Lighting, of the City's Municipal Code. Impacts related to glare from on-site lighting would not occur because the exterior building materials and façade would not include highly reflective materials (e.g., windows or glass with mirror-like tints). Although the proposed project is not anticipated to incorporate design features that would result in excessive lighting or the generation of glare on the site, lighting plans are subject to City review and approval as part of the site plan review process.

Therefore, lighting provided as part of the proposed project would be largely consistent with the type and intensity of existing lighting in the vicinity of the project site. The final lighting plan for the

project would be subject to review and approval as part of the site plan review process, and compliance with the City's Municipal Code. As such, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Implementation of Mitigation Measure MM-AES-1 would reduce potential impacts related to light and glare to a less than significant level.

Mitigation Measure:

MM-AES-1 Prior to the issuance of building permits, the City of Cypress (City) Building Official shall ensure that the final construction drawings include specifications for: (1) energy-efficient luminaries that control light energy, and (2) exterior sports field lighting that is shielded and directed downward and away from adjacent streets and adjoining land uses in a manner designed to minimize off-site spillage. On-site pathway and park lighting shall be limited to the minimum needed to comply with City security requirements and lighting standards in the City's Municipal Code and shall be shielded or directed so as not to illuminate adjacent properties or cause glare that affects motorists.

4.2 AGRICULTURE AND FORESTRY RESOURCES

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

	Potentially Significant Impact	Less Than Significant 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Analysis

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

No Impact. The project site was previously part of the Cypress Golf Course, which permanently closed in 2004. Following its closure, the golf course was demolished, and the site was re-graded and all vegetation was removed. The manmade depression associated with the former golf course remains, but has mostly dried up since the water supply was turned off in March 2019. As shown in Figure 2.2, Surrounding Land Uses, the project site is surrounded by industrial, residential, and recreational uses. The project site is not used for agricultural production and is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Important on maps prepared as part

of the Farmland Mapping and Monitoring Program for the California Natural Resources Agency.[2] According to the California Department of Conservation's California Important Farmland Finder, the entire project site and surrounding area is designated as "Urban and Built Up Land." The proposed project would not convert farmland to non-agricultural use or result in the conversion of farmland to a non-agricultural use. Therefore, no impacts to agricultural resources would occur, and no mitigation is required.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As stated previously, the project site is not used for agricultural production and is not protected by, or eligible for, a Williamson Act contract. The area surrounding the project site consists of Urban and Built-Up Land, and the project site itself is non-enrolled land (land not enrolled in a Williamson Act contract and not mapped by the Farmland Mapping & Monitoring Program).[3] There is no agriculturally zoned land nor is there land under a Williamson Act contract in the City.[4] Therefore, no impacts to agricultural use or a Williamson Act contract would occur, and no mitigation is required.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

No Impact. The project site is currently zoned for Public Park District. The project site is not used for timberland production, is not zoned as forest land or timberland, and does not contain forest land or timberland.[5] The project site is in an urban, built-out portion of the City. There are no forest or timberland resources in the vicinity of the project site. The proposed project would not convert forest land to non-forest use. Therefore, no impacts to forest land or timberland would occur, and no mitigation is required.

d) Would the project result in the loss of forest land or conversion of forestland to non-forest use?

No Impact. Refer to Response 4.2(c) above. The proposed project would not contribute to environmental changes that could result in conversion of forest land to a non-forest use. Therefore, no impacts to forest land would occur, and no mitigation is required.

---

2 California Department of Conservation. 2019. California Natural Resources Agency. Farmland Mapping and Monitoring Program. Orange County Important Farmland 2016. Website: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Orange.aspx (accessed July 31, 2019).

3 California Department of Conservation. 2017. Division of Land Resource Protection. State of California Williamson Act Contract Land.

4 City of Cypress Zoning Map. Website: https://www.cypressca.org/government/departments/community- development/zoning-map (accessed July 30, 2019).

5 Ibid.

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

No Impact. The project site is not used for agricultural production or designated or zoned for agricultural uses. The proposed project would not convert farmland to a non-agricultural use. Likewise, the proposed project would not contribute to environmental changes that could result in conversion of farmland to non-agricultural use. Therefore, no impacts to farmland or forest land would occur, and no mitigation is required.

4.3 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 with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Discussion

The following section is based on air quality modeling and analysis conducted by LSA (July 2019). The air quality modeling worksheets are included in Appendix A of this IS/MND.

The project site is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the regional government agency that monitors and regulates air pollution within the Basin. The Federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these Acts, the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NO_X), particulate matter (PM_{10}), sulfur dioxide (SO_2), and lead (Pb). Secondary criteria pollutants include ozone (O_3), and fine particulate matter ($PM_{2.5}$). These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each criteria pollutant.

The SCAQMD is in nonattainment for the federal and State standards for O_3 and $PM_{2.5}$. In addition, the Basin is in nonattainment for the PM_{10} standard and in attainment/maintenance for the federal PM_{10}, CO, and NO_2 standards. To meet these standards, the SCAQMD has established project-level thresholds for VOC, NO_X, and $PM_{2.5}$. The SCAQMD has established thresholds of significance for criteria pollutant emissions generated during both construction and operation of projects as shown in Table 4.3.A below.

The SCAQMD considers any projects in the Basin with construction- or operation-related emissions that exceed any of the emission thresholds above to have potentially significant impacts.

Table 4.3.A: SCAQMD Construction and Operation Thresholds of Significance (lbs/day)

	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Thresholds	75	100	550	150	150	55
Operation Thresholds	55	55	550	150	150	55

Source: South Coast Air Quality Management District (1993).
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_2 = sulfur oxides
VOC = volatile organic compounds

In addition, the SCAQMD published its *Final Localized Significance Threshold Methodology* in July 2008, recommending that all air quality analyses include an assessment of air quality impacts to nearby sensitive receptors. [6] This guidance was used to analyze potential localized air quality impacts associated with construction of the proposed project. Localized significance thresholds (LSTs) are developed based on the size or total area of the emission source, the ambient air quality in the source receptor area, and the distance between the project and the nearest sensitive receptor. The SCAQMD defines structures that house persons (e.g., children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise) or places where they gather as sensitive receptors (i.e., residences, schools, playgrounds, child-care centers, convalescent centers, retirement homes, and athletic fields).

LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor. For the proposed project, the appropriate SRA for the LST is the nearby Central Orange County area (SRA 17). SCAQMD provides LST screening tables for 25, 50, 100, 200, and 500-meter source-receptor distances.

Impact Analysis

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. An Air Quality Management Plan (AQMP) describes air pollution control strategies to be undertaken by a city or county in a region classified as a nonattainment area to meet the requirements of the Federal Clean Air Act. The main purpose of an AQMP is to bring an area into compliance with the requirements of federal and State ambient air quality standards (AAQS). The applicable air quality plan is the SCAQMD's adopted 2016 AQMP. The AQMP is based on regional growth projections developed by the Southern California Association of Governments (SCAG). Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review due to the air quality plan strategy being based on projections from local General Plans. Because the AQMP is based on regional growth projections developed by SCAG, projects that are deemed consistent with a specific General Plan are usually found to be consistent with the AQMP.

[6] SCAQMD. 2008. *Final Localized Significance Threshold Methodology.* July.

Although the City's General Plan Land Use Element has not been formally amended to reflect the recent approval of the Cypress Town Center and Commons Specific Plan 2.0, the project site is within the Specific Plan. Specifically, the project site is within the Public Park District within the Specific Plan. Allowable land uses within the Public Park District include public parks and related and supporting improvements, facilities, and roadways. As such, the proposed park would be consistent with the City's General Plan designation. The City's General Plan is consistent with the SCAG Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD *CEQA Air Quality Handbook*, consistency with the Basin 2016 AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation, and (2) is consistent with the growth assumptions in the AQMP.[7] Consistency review is presented below.

1. The proposed project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated below. Therefore, the project would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standards violation.
2. The SCAQMD *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities. Therefore, the proposed project is not defined as significant for the purposes of the AQMP consistency analysis.

Based on the analysis presented above, the proposed project is consistent with the City's General Plan and the regional AQMP. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan and would result in a less than significant impact. No mitigation is required.

b) Would the project 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?

Less Than Significant Impact. The Basin is currently designated nonattainment for the federal and State standards for O_3 and $PM_{2.5}$. In addition, the Basin is in nonattainment for the PM_{10} standard. The Basin's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's

[7] South Coast Air Quality Management District (SCAQMD). 1993 (currently being revised). *CEQA Air Quality Handbook.* Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993) (accessed July 2019).

contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is not necessary. The following analysis assesses the potential project-level air quality impacts associated with construction and operation of the proposed project.

Construction Emissions. Air quality impacts could occur during construction of the proposed project due to soil disturbance and equipment exhaust. Major sources of emissions during grading and site preparation include: (1) exhaust emissions from construction vehicles, (2) equipment and fugitive dust generated by construction vehicles and equipment traveling over exposed surfaces, and (3) soil disturbances from grading and backfilling. Potential pollutants include CO, NO_X, VOCs, directly emitted particulate matter ($PM_{2.5}$ and PM_{10}), and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

Project construction activities would include site preparation, grading, building construction, paving, and architectural coating activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Construction emissions were estimated for the proposed project using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2, consistent with SCAQMD recommendations (refer to Appendix A). As discussed in the Project Description, the proposed project is anticipated to take approximately 15 months, beginning in early 2020 and ending in mid-2021. For the purposes of this analysis, the construction schedule for the proposed project was based on a September 2020 start date and default construction phase durations. Rule 403 measures were included in the CalEEMod analysis. Construction-related emissions are presented in Table 4.3.B.

The PM_{10} and $PM_{2.5}$ fugitive dust emissions are included in Table 4.3.B. Fugitive dust emissions would be substantially reduced by compliance with SCAQMD Rules 402 and 403 (compliance with SCAQMD Rules 402 and 403 is required for all projects in the Basin). The implementation of on-site watering on exposed unpaved surfaces at least three times daily and limiting vehicle speeds to 15 miles per hour (mph) (as required by Rules 402 and 403) on all unpaved surfaces were also accounted for in the project emission estimates. Other requirements of Rule 403 include:

Table 4.3.B: Short-Term Regional Construction Emissions

Construction Phase	Total Regional Pollutant Emissions (lbs/day)							
	VOC	NO_X	CO	SO_X	Fugitive PM_{10}	Exhaust PM_{10}	Fugitive $PM_{2.5}$	Exhaust $PM_{2.5}$
Demolition	3.4	33.3	22.4	<0.1	0.2	1.7	<0.1	1.5
Site Preparation	4.2	42.5	22.2	<0.1	8.3	2.2	4.5	2.0
Grading	2.6	31.6	17.7	0.1	3.5	1.3	1.7	1.2
Building Construction	3.1	25.9	24.5	0.1	2.1	1.2	0.6	1.1
Paving	1.7	13.0	15.2	<0.1	0.2	0.7	<0.1	0.6
Architectural Coating	1.7	1.6	2.9	<0.1	0.3	0.1	0.1	0.1
Peak Daily	**4.2**	**42.5**	**24.5**	**0.1**	**10.5**		**6.5**	
SCAQMD Thresholds	**75.0**	**100.0**	**550.0**	**150.0**	**150.0**		**55.0**	
Significant Emissions?	**No**	**No**	**No**	**No**	**No**		**No**	

Source: Compiled by LSA (July 2019).
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_X = sulfur oxides
VOC = volatile organic compounds

- Application of nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Watering active sites at least twice daily (locations where grading is to occur will be thoroughly watered prior to earthmoving).
- Covering all trucks hauling dirt, sand, soil, or other loose materials, or maintaining at least 2 feet (ft) (0.6 meter [m]) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Paving construction access roads at least 100 ft (30 m) onto the site from the main road.
- Reducing traffic speeds on all unpaved roads to 15 mph or less.
- Compliance with Rule 403 would reduce fugitive dust emissions associated with project construction to a less than significant level.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_x, NO_x, VOCs and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

As shown in Table 4.3.B, construction emissions associated with the project would be less than significant for VOC, NO_x, CO, SO_x, $PM_{2.5}$, and PM_{10} emissions. Therefore, construction of the proposed project would not result in a cumulatively considerable net increase of any criteria

pollutant for which the project region is in nonattainment under an applicable federal or State AAQS. Impacts would be less than significant, and no mitigation is required.

Operational Emissions. Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity and natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to the proposed project.

PM_{10} emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. Entrainment of PM_{10} occurs when vehicle tires pulverize small rocks and pavement and the vehicle wakes generate airborne dust. The contribution of tire and brake wear is small compared to the other particulate matter emission processes. Gasoline-powered engines have small rates of particulate matter emissions compared with diesel-powered vehicles.

Energy source emissions typically result from activities in buildings for which electricity and natural gas are used. Energy demand for the proposed project would be associated with lighting of the multi-use field, spectator areas, pedestrian paths, and parking lots.

Typically, area-source emissions consist of direct sources of air emissions located at the project site, including architectural coatings and the use of landscape maintenance equipment. Area-source emissions associated with the project would include emissions from the use of consumer products and landscaping equipment.

Long-term operational emissions associated with the proposed project were calculated using CalEEMod. Based on trip generation factors provided in the Traffic Impact Analysis prepared for the proposed project and provided in Appendix G of this IS/MND, the project would generate 428 daily trips.[8] These trips were entered in CalEEMod. The long-term operational emissions associated with the proposed project are shown in Table 4.3.C.

Table 4.3.C: Opening Year Regional Operational Emissions

Source	Pollutant Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area	0.1	<0.1	<0.1	0.0	<0.1	<0.1
Energy	0.0	0.0	0.0	0.0	0.0	0.0
Mobile	0.7	3.7	9.2	<0.1	2.6	0.7
Total Project Emissions	**0.8**	**3.7**	**9.2**	**<0.1**	**2.6**	**0.7**
SCAQMD Thresholds	**55.0**	**55.0**	**550.0**	**150.0**	**150.0**	**55.0**
Significant?	**No**	**No**	**No**	**No**	**No**	**No**

Source: Compiled by LSA (July 2019).
CO = carbon monoxide
lbs/day = pounds per day
NO_x = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_x = sulfur oxides
VOC = volatile organic compounds

[8] LSA, 2019. *City of Cypress Sports Park Traffic Impact Analysis*. July 26.

The results shown in Table 4.3.C indicate the proposed project would not exceed the significance criteria for daily VOC, NO_x, CO, SO_x, PM_{10}, or $PM_{2.5}$ emissions. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State AAQS and impacts would be less than significant. No mitigation is required.

Localized Significance Analysis. As discussed above, LSTs are based on the ambient concentrations of that pollutant within the project SRA and the distance to the nearest sensitive receptor. SCAQMD provides LST screening tables for 25, 50, 100, 200, and 500-meter source-receptor distances. The closest existing sensitive receptors are the single-family residences and Cypress Early Learning Center preschool across Cerritos Avenue, approximately 120 ft north of the project site boundary.

For the proposed project, the appropriate SRA for the LST is the nearby Central Orange County area (SRA 17). The total area of the proposed project is 9 acres. Project construction and operational emissions were compared to the LST screening tables in SRA 17, based on a 120 ft source-receptor distance and a 9-acre project size. The results of the LST analysis, summarized in Tables 4.3.D and 4.3.E, indicate that the proposed project would not result in an exceedance of a SCAQMD LST during project construction or operation. Therefore, the proposed project would result in less than significant localized air quality impacts during construction and operation, and no mitigation is required.

Table 4.3.D: Construction Localized Impacts Analysis

Emissions Sources	Pollutant Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions	43	22	11	7
LST Thresholds	**256**	**2,300**	**43**	**12**
Significant Emissions?	**No**	**No**	**No**	**No**

Source: Compiled by LSA (July 2019).
Note: Source Receptor Area – Central Orange County, 9 acres, receptors at 120 feet
CO = carbon monoxide
lbs/day = pounds per day
LST = local significance threshold
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

Table 4.3.E: Long-Term Operational Localized Impacts Analysis

Emissions Sources	Pollutant Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Emissions	0.2	0.5	0.1	<0.1
LST Thresholds	**256**	**2,300**	**10**	**4**
Significant Emissions?	**No**	**No**	**No**	**No**

Source: Compiled by LSA (July 2019).
Note: Source Receptor Area – Central Orange County, 9 acres, receptors at 120 feet
CO = carbon monoxide
lbs/day = pounds per day
LST = localized significance thresholds
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. As identified above, the SCAQMD defines structures that house persons (e.g., children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise) or places where they gather (i.e., residences, schools, playgrounds, child-care centers, convalescent centers, retirement homes, and athletic fields) as sensitive receptors. Sensitive receptors are defined as people who have an increased sensitivity to air pollution or environmental contaminants. The closest existing sensitive receptors are the single-family residences and Cypress Early Learning Center preschool across Cerritos Avenue, approximately 120 ft north of the project site boundary.

Construction of the proposed project may expose sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement measures to reduce emissions by following SCAQMD standard construction practices. As shown in Table 4.3.D and Table 4.3.E, the proposed project would not result in significant localized emissions during construction or operation. Therefore, once the project is constructed, it would not be a source of substantial pollutant emissions. Therefore, nearby sensitive receptors are not expected to be exposed to substantial pollutant concentrations during project construction or operation, and potential impacts would be considered less than significant. No mitigation is required.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. Heavy-duty equipment on the project site during construction would emit odors, primarily from equipment exhaust. However, the construction activity would cease to occur after individual construction is completed. No other sources of objectionable odors have been identified for the proposed project, and no mitigation measures are required.

SCAQMD Rule 402 regarding nuisances states: “A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.” The proposed uses are not anticipated to emit any objectionable odors. Therefore, the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and this impact would be less than significant. No mitigation is required.

4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant 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 or the U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

The following section is based on the *Biological Resources Technical Memorandum for the Cypress Sports Park Project* (Biological Resources Technical Memorandum) conducted by LSA (August 2019) and provided in Appendix B of this IS/MND.

Impact Analysis

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

Less Than Significant Impact. The project site has been previously developed with the Cypress Golf Course and more recently, with facilities associated with the Los Alamitos Race Course. In its existing condition, the project site contains ruderal grassland, an artificial pond, ornamental landscaping, areas graded and paved with asphalt, buildings, and barren areas lacking vegetation. During a field survey conducted by an LSA biologist in June 2019, it was determined that

approximately 50 percent of the proposed construction footprint is barren and there is no native vegetation on the project site. Subsequent to the June 28, 2019, field survey, most of the trees in the interior of the project site, with the exception of approximately two trees which were observed to contain inactive raptor nests, were removed. Existing trees on the perimeter of the project site along Lexington Drive and Cerritos Avenue remain.

As part of the proposed project, all existing on-site landscaping would be removed and the entire site would be graded. The manmade depression associated with the former golf course would be completely filled in. The disturbed condition of the project site is generally not suitable to support special-status species, and no known candidate, sensitive, or special-status species were observed inhabiting the project site during the general survey.

Special-Status Animals. A records search was conducted to determine special-status species that have to potential to occur in the project vicinity. During the field survey, Cooper's hawk (*Accipiter cooperii*), a California Special Animal (CSA), was observed on site. No other special-interest animal species was observed on site. As specified in Regulatory Compliance Measure (RCM) RCM-BIO-1, a nesting bird survey would be required no more than 3 days prior to the beginning of construction if vegetation removal were to occur during the nesting season. A biologist would be required to establish protective buffers around any identified nesting birds. Adherence with RCM-BIO-1 would protect Cooper's hawk during nesting and therefore minimize adverse impacts to the species.

According to the Biological Resources Technical Memorandum, most of the special-status species identified in the records search have a low potential to occur on the project site due to the lack of aquatic and/or suitable habitat and the highly disturbed nature of the project site. Additionally, there are no known sensitive species or habitats on site as identified on local/regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS).

Special-Status Habitat/Vegetation. While the project site has the potential to contain sensitive animal species, it does not support any special-status plants. The USFWS Critical Habitat for Threatened & Endangered Species map (May 20, 2019) does not identify any locations of critical habitat within the project site. The closest known critical habitat is approximately 7.25 miles northeast of the project site near the West Coyote Hills in the City of Fullerton.[9]

Therefore, no impacts to sensitive or special-status species would result from implementation of the proposed project, and no mitigation is required.

Regulatory Compliance Measure:

RCM-BIO-1 **Migratory Bird Treaty Act and Fish and Game Code Section 3503.** Any vegetation removal during construction, clearing, or grading activities (including disking and demolition) should occur outside of the active nesting bird season (i.e., January 1 –

[9] United States Fish and Wildlife Service (USFWS). Critical Habitat for Threatened & Endangered Species. Website: https://ecos.fws.gov/ecp/report/table/critical-habitat.html (accessed July 17, 2019).

August 15), when feasible, to ensure compliance with the California Fish and Game Code. Should vegetation removal take place during this period, the City of Cypress (City) (or its contractor) shall retain a qualified biologist (i.e., a professional biologist who is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities. The nesting survey shall include the project site and areas immediately adjacent to the site that could potentially be affected by project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet (ft) of the designated construction area prior to construction, the biologist shall establish suitable buffers around the active nests (e.g., as much as 500 ft for raptors and 300 ft for nonraptors [subject to the recommendations of the qualified biologist]), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Prior to commencement of grading activities, the Director of the City of Cypress Community Development Department, or designee, shall verify that all project grading and construction plans include specific documentation regarding the requirements stated above, that pre-construction surveys have been completed and the results reviewed by staff, and that the appropriate buffers (if needed) are noted on the plans and established in the field with orange snow fencing.

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

No Impact. The project site is vacant but highly disturbed with low growth of mostly non-native vegetation. Based on the results of database searches and field surveys conducted as part of the Biological Resources Technical Memorandum, the project site does not support any special-status or sensitive riparian habitat as identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS. Therefore, no significant impacts related to riparian habitat or other sensitive natural communities identified in a local or regional plan would result from project implementation, and no mitigation is required.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The project site is located within an urbanized area of the City of Cypress and does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. As discussed in the Biological Resources Technical Memorandum, there are no records indicating that wetlands or jurisdictional drainage features exist on the project site. While an artificially constructed pond is present within the central portion of the site, the feature was excavated on dry land and does not have a nexus with any jurisdictional waters of the U.S. Most of the area is expected to revert to dry land given that all artificial water sources were removed in March 2019. In addition, no potentially jurisdictional features were observed during the site survey. Therefore,

development of the project site would have no impacts on federally protected wetlands, and no mitigation is required.

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

Less Than Significant Impact. The project site is within an urbanized/built-out area. Native wildlife habitat is considered to be absent on the project site and in the vicinity due to the lack of ground cover and suitable foraging habitat. Because urban development surrounds the site, the proposed project site does not function as a wildlife movement corridor. Species that are found on the site either fly onto the site or are able to navigate on the ground through long stretches of urban development. Therefore, the project site does not contain any native resident or migratory fish, wildlife species, or wildlife corridors. Though the project site contains a manmade depression associated with the former golf course, it is not associated with any jurisdictional waters of the U.S. and is mostly dried up since the water supply was turned off in March 2019. Therefore, no portion of the project site or the immediately surrounding areas contains an open body of water that serves as a natural habitat in which fish could exist.

The project site contains nonnative vegetation (trees, shrubs, and herbaceous vegetation) with the potential to support nesting birds. The presence of vegetation with the potential to support nesting birds may represent a seasonal constraint to development if not removed at the appropriate time of the year. The proposed project has the potential to impact active bird nests if vegetation, including any remaining trees, if removed during the nesting season. Nesting birds are protected under the federal Migratory Bird Treaty Act (MBTA) (United States Code [USC] Title 33, Section 703 et seq.; see also Code of Federal Regulations [CFR] Title 50, Part 10) and Section 3503 of the California Fish and Game Code. Therefore, implementation of the proposed project would be subject to the provisions of the MBTA, which prohibits disturbing or destroying active nests. Project implementation must be accomplished in a manner that avoids impacts to active nests during the breeding season. Therefore, if project construction occurs between January 1 and August 15, a qualified biologist shall conduct a nesting bird survey no more than 3 days prior to ground- and/or vegetation-disturbing activities to confirm the absence of nesting birds. As documented in RCM-BIO-1, avoidance of impacts can be accomplished through a variety of means, including establishing suitable buffers around any active nests. RCM-BIO-1 would ensure that impacts to nesting birds would be less than significant.

Regulatory Compliance Measures and Mitigation Measures: No mitigation is required, but the proposed project would be required to adhere to the MBTA and applicable sections of the California Fish and Game Code, as detailed above in RCM-BIO-1.

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

Less Than Significant Impact. The Landmark Tree Ordinance[10] in the City's Municipal Code protects designated landmark trees, which are specifically identified in the City's *Inventory of Landmark Trees* (July 1996). As shown in this inventory (provided in Appendix C of this IS/MND), all trees at the former Cypress Golf Course are considered landmark trees. Adherence to RCM-BIO-2 would ensure that the removal of the remaining on-site trees as part of the proposed project would not conflict with the City's Landmark Tree Ordinance.

Per Article IV of the Municipal Code, Street Trees, any tree within the public right-of-way belongs to the City of Cypress. Any work to street trees conducted as part of the proposed project would be done in accordance with the City Council's adopted Parkway Tree Policy.

Therefore, the project would result in less than significant impacts related to conflict with local policies or ordinances protecting biological resources. No mitigation is required.

Regulatory Compliance Measure:

RCM-BIO-2 **Landmark Tree Removal.** The Director of the City of Cypress Community Development Department, or designee, shall review and approve of the removal of any trees on the former Cypress Golf Course site. As specified in the City Municipal Code Section 17-19, the property owner of a landmark tree shall submit a written request for review and consideration of the landmark tree removal and replacement plan at least 30 days prior to said removal. Public notice of a proposed landmark tree removal shall be posted next to or on the subject landmark tree, at the local public library, and at the Cypress City Hall during the entire 30-day application-processing period. No trees on the project site shall be removed prior to the approval of a landmark tree removal permit by the Director of the City of Cypress Community Development Department, or designee.

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

No Impact. There is no adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other habitat conservation plan in the City. However, the Orange County Transportation Authority's (OCTA's) Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) includes a Plan Area that covers the entirety of Orange County. Only some portions of the Plan Area fall within a designated Permit Area, or the area in which OCTA would request authorization from CDFW and USFWS to issue permits due to potential project-related impacts to certain identified species. Because the project site does not fall within the Permit Area, the proposed project would not conflict with any local, regional, or State HCP. Therefore, the proposed project would result in no impacts related to conflict with an HCP, and no mitigation is required.

---

[10] City of Cypress. 1996. Cypress Municipal Code. Sections 17-17 through 17-19 Landmark Trees. July. Website: https://qcode.us/codes/cypress/ (accessed July 17, 2019).

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant 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 §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Impact Analysis

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

No Impact. The California Environmental Quality Act (CEQA) defines a "historical resource" as a resource that meets one more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources (California Register); (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or, (4) determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5[a]).

The California Register defines a "historical resource" as a resource that meets one or more of the following criteria: (1) associated with events that have made a significant contribution to the broad patterns or local or regional history of the cultural heritage of California or the United States; (2) associated with the lives of persons important to local, California, or national history; (3) embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or (4) has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The project site was previously part of the Cypress Golf Course, which permanently closed in 2004. Following its closure, the golf course was demolished and portions of the site were re-graded. Although the turf associated with the golf course was removed, the ornamental trees and shrubs on the project site were allowed to remain. After closure of the golf course, the project site was used by the Los Alamitos Race Course for equipment supply and storage. In its exiting condition, on-site structures include various storage facilities and horse stables.

According to the City's General Plan Conservation/Open Space/Recreation Element (2001), a 1991 record search conducted by the Regional Information Center at UCLA was negative for any recorded prehistoric or historic sites. According to the Orange County Historical Landmarks List

from the Office of Historic Preservation, there are no historic resources on the project site.[11] Therefore, the proposed project would not result in any impact on historical resources. No mitigation is required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant with Mitigation Incorporated. Based on the City of Cypress General Plan Conservation/Open Space/Recreation Element (2001), there are no known archaeological or paleontological resources located on the project site. In addition, the project site has been disturbed previously for the construction of the Cypress Golf Course, and more recently, to accommodate the construction of various structures associated with the Los Alamitos Race Course.

Construction of the proposed project would involve the demolition of the existing structures associated with the Los Alamitos Race Course, the removal of remaining vegetation and features associated with the former Cypress Golf Course, the filling in of the manmade depression, grading of the entire site, and the installation of artificial turf and park facilities. During site preparation/grading activities, there is the potential to encounter unknown archaeological resources. Mitigation Measure MM-CUL-1 requires construction activities to cease in the event that archaeological resources are encountered during grading and construction, and outlines procedures. In the event that unknown archaeological resources are encountered on site, construction would stop immediately, and a qualified archaeologist would evaluate the deposits, and construction would not resume until the deposits are treated in accordance with federal, State, and local guidelines. With implementation of Mitigation Measure MM-CUL-1, project impacts to archaeological resources would be less than significant.

Mitigation Measure:

MM-CUL-1 **Unknown Archaeological Resources.** In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the Orange County List of Qualified Archaeologists has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). The City and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits shall be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. Prior to commencement of grading activities, the Director of the City of Cypress Community Development Department, or designee, shall verify that all project grading and construction plans include

[11] California Office of Historic Preservation. 2019. California Historical Landmarks by County. Orange. Website: http://ohp.parks.ca.gov/?page_id=21445 (accessed August 8, 2019).

specific requirements regarding PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.

c) Would the project disturb any humans remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. No known human remains are present on the project site, and there are no facts or evidence to support the idea that Native Americans or people of other descent are buried on the project site. However, as described previously, buried and undiscovered archaeological remains, including human remains, may be present below the ground surface in portions of the project site. Disturbing human remains could violate the State's Health and Safety Code, as well as destroy the resource. In the unlikely event that human remains are encountered during project grading, the proper authorities would be notified, and standard procedures for the respectful handling of human remains during the earthmoving activities would be in compliance with California Code of Regulations (CCR) Section 15064.5(e), PRC Section 5097, and Section 7050.5 of the State's Health and Safety Code. To ensure proper treatment of burials in the event of an unanticipated discovery of a burial, human bone, or suspected human bone, the law requires that all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the contractor immediately notify the County Coroner of the find. The contractor, City, and the County Coroner are required to comply with the provisions of CCR Section 15064.5(e), PRC Section 5097.98, and Section 7050.5 of the State's Health and Safety Code. Compliance with these provisions (specified in Regulatory Compliance Measure RCM-CUL-1), would ensure that any potential impacts to unknown buried human remains would be less than significant by ensuring appropriate examination, treatment, and protection of human remains as required by State law.

Mitigation Measures: No mitigation is required. However, RCM-CUL-1 is a standard condition based on State law related to the discovery of human remains. This Regulatory Compliance Measure is applicable to the proposed project and shall be incorporated to ensure that the project has minimal impacts related to unknown buried human remains.

Regulatory Compliance Measure:

RCM-CUL-1 **Human Remains**. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City

shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the Director of the City of Cypress Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

4.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Discussion

The discussion and analysis provided below are based on the air quality and greenhouse gas modeling worksheets, which are provided in Appendix A.

Impact Analysis

a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Less Than Significant Impact.

Construction-Period Energy Use. The anticipated construction schedule assumes that the proposed project would be built over approximately 15 months. The proposed project would require site preparation, grading, construction, paving, and architectural coating activities during construction.

Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for grading activities, and construction. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. Construction activities are not anticipated to result in an inefficient use of energy, as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, construction energy impacts would be less than significant.

Operational Energy Use. Energy use consumed by the proposed project would only be associated with minimal electricity consumption associated with lighting and gasoline to fuel project-related vehicle trips. Operation of the proposed project would not require the consumption of natural gas. Electricity use was estimated for the project using default energy intensities by land use type in CalEEMod. The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.0 mpg in

2015.[12] Therefore, using the USEPA fuel economy estimates for 2015 and assumptions included in the CalEEMod results (Appendix A), the proposed project would result in the consumption of approximately 54,859 gallons of gasoline per year.

Table 4.6.A shows the estimated potential increased electricity, natural gas, and gasoline demand associated with the proposed project.

Table 4.6.A: Estimated Annual Energy Use of the Proposed Project

Land Use	Electricity Use (kWh per year)	Natural Gas Use (therms per year)	Gasoline (gallons per year)
City Park	91,476	0	54,859
Parking Lot	33,880	0	0
Total	**125,356**	**0**	**54,859**

Source: LSA (July 2019).
kWh = kilowatt-hour(s)

As shown in Table 4.6.A, the estimated potential increased electricity demand associated with the proposed project is 125,356 kilowatt-hours (kWh) per year. In 2018, California consumed approximately 281,120 gigawatt-hours (GWh) (281,120,193,430 kWh).[13] Of this total, Orange County consumed 19,858 GWh (19,858,202,310 kWh).[14] Therefore, electricity demand associated with the proposed project would be less than 0.01 percent of Orange County's total electricity demand.

The proposed project would also result in energy usage associated with gasoline to fuel project-related trips. As shown above in Table 4.6.A, vehicle trips associated with the proposed project would consume approximately 54,859 gallons of gasoline per year. In 2015, vehicles in California consumed approximately 15.1 billion gallons of gasoline.[15] Therefore, gasoline demand generated by vehicle trips associated with the proposed project would be a minimal fraction of gasoline and diesel fuel consumption in California.

The nature of proposed project would not require substantial amounts of energy for either construction or maintenance purposes. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy. Therefore, construction and operation period impacts related to consumption of energy resources would be less than significant. No mitigation is required.

---

12 U.S. Department of Transportation. "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: https://www.bts.gov/archive/publications/national_transportation_statistics/table_04_23/ (accessed July 2019).

13 California Energy Commission. 2018. Energy Consumption Data Management Service. Electricity Consumption by County. Website: http://www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed July 2019).

14 Ibid.

15 California Energy Commission. 2017. *California Gasoline Data, Facts, and Statistics.* Website: http://www.energy.ca.gov/almanac/transportation_data/gasoline/ (accessed July 2019).

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. In 2002, the State Legislature passed Senate Bill (SB) 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels, for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and their infrastructure needs, and encouragement of urban designs that reduce VMT and accommodate pedestrian and bicycle access.

The CEC recently adopted the 2017 Integrated Energy Policy Report.[16] The 2017 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2017 Integrated Energy Policy Report covers a broad range of topics, including implementation of SB 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency, transportation electrification, barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to SB 1383), updates on Southern California electricity reliability, the natural gas outlook, and climate adaptation and resiliency. The City of Cypress relies on the State integrated energy plan and does not have its own local plan to address renewable energy or energy efficiency.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources, and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact on regional energy supplies would be minor, the proposed project would not conflict with or obstruct California's energy conservation plans as described in the CEC's 2017 Integrated Energy Policy Report. As shown above, the proposed project would avoid the inefficient, wasteful, and unnecessary consumption of energy and would not result in any irreversible or irretrievable commitments of energy. Potential impacts related to the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation would be less than significant. No mitigation is required.

---

[16] California Energy Commission (CEC). 2017. *2017 Integrated Energy Policy Report.* Publication Number: CEC-100-2017-001-CMF.

4.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant 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 fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Discussion

This section is based on United States Geological Survey (USGS) Quaternary Faults Maps, the City of Cypress General Plan Safety Element (2001), and the California Geological Survey Alquist-Priolo Earthquake Fault Zoning Map and Landslide Inventory Map.

Impact Analysis

a) Would the project 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 fault? Refer to Division of Mines and Geology Special Publication 42?

No Impact. As with all of Southern California, the project site is subject to strong ground motion resulting from earthquakes on nearby faults. The entire region of Southern California is considered

to be seismically active.[17] There are, however, no known faults crossing the project site. According to the United States Geological Survey (USGS) Quaternary Faults Map, the closest fault to the project site is the Los Alamitos Fault, a late quaternary fault, approximately 1.8 miles southwest. The Newport-Inglewood Fault is located approximately 4.7 miles southwest of the site. The project site is not within an Alquist-Priolo Fault Hazard Zone. Additionally, according to the City's General Plan Safety Element (2001), there are no active or potentially active faults in the City of Cypress. As such, the chance for surface fault rupture, during or as a consequence, of seismic activity is considered unlikely. Therefore, the proposed project would not expose people or structures to substantial adverse effects involving the rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Fault Zone Map, and no mitigation is required.

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

ii. Strong seismic ground shaking?

Less Than Significant Impact. According to the California Geological Survey, there are no active faults or Alquist-Priolo Fault Zones within the City of Cypress. However, the project site is located in the highly seismic Southern California region within the influence of several fault systems. The degree of seismic ground shaking will depend on several factors including the fault location, distance from the City, the soil conditions, the depth to groundwater, and the earthquake magnitude. As specified in Regulatory Compliance Measure RCM-GEO-1, the proposed project's structures will be subject to the seismic design criteria of Chapter 16 of the 2016 California Building Standards Code requirements that aim to prevent building collapse and reduce the impacts of seismic ground shaking. Adherence to these requirements will reduce injury and loss of life and building damage after an earthquake. Therefore, with the implementation of RCM-GEO-1, impacts related to seismic ground shaking would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required. However, RCM-GEO-1 is a standard condition based on local regulations that serve to reduce impacts related to geology and soils. This Regulatory Compliance Measure is applicable to the proposed project and shall be incorporated to ensure that the project has minimal impacts related to strong seismic ground shaking.

Regulatory Compliance Measure:

RCM-GEO-1 **Compliance with Seismic and Building Standards in Building Code**. Prior to issuance of the first building permit for the proposed buildings, the City Engineer, Building Official, or their designee, and the project soils engineer shall review the building plans to verify that the structural design conforms to the requirements of the City of Cypress' (City) latest adopted edition of the California Building Standards Code. Structures and walls shall be designed in accordance with applicable sections of the City's Building Code.

[17] City of Cypress General Plan. Safety Element. Website: https://www.cypressca.org/home/showdocument?id=714 (accessed July 19, 2019).

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Soil liquefaction is a phenomenon in which cyclic stresses, produced by earthquake-induced ground motion, create excess pore pressures in relatively cohesionless and low plastic soils. These soils may thereby acquire a high degree of mobility, which can lead to lateral movement, sliding, consolidation and settlement of loose sediments, sand boils and other damaging deformations. This phenomenon occurs only below the water table, but, after liquefaction has developed, the effects can propagate upward into overlying non-saturated soil as excess pore water dissipates.

The factors known to influence liquefaction potential include soil type and grain size, relative density, groundwater level, confining pressures, and both intensity and duration of ground shaking. In general, materials that are susceptible to liquefaction are loose, saturated granular soils having low fine content under low confining pressures and some low plastic silts and clays.

According to the National Resource Conservation Service Web Soil Survey, the soil and the underlying geologic structure under the City of Cypress include discontinuous human-transported material over mixed alluvium deposits that may become unstable during intense ground shaking. The project site is underlain by drained Bolsa silt loam, which is a coarse soil that has a moderate infiltration rate when thoroughly wet.[18] Bolsa silt loam has relatively a slow rate of water infiltration.[19]

According to the Orange County General Plan Safety Element (2013), the City is underlain by a granular sand soil with high water content and is located within a liquefaction zone associated with the Newport-Inglewood Fault and the San Andreas Fault.

The entirety of the City of Cypress is in a California Geological Survey (CGS) Liquefaction Zone.[20] A CGS Liquefaction Zone is defined as an area where historical occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

A Geotechnical Report is currently being prepared for the proposed project and is expected to provide recommendations to reduce the proposed project's impact related to liquefaction. As part of the proposed project, the construction contractor would be required to comply with the recommendations in the Geotechnical Evaluation (Project Design Feature [PDF] GEO-1). Therefore,

---

18 National Resource Conservation Service Web Soil Survey. Soil Reports. Website: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx (accessed July 22, 2019).

19 Ibid.

20 California Geological Survey. 1999. Earthquake Fault Zones and Seismic Hazard Zones. Los Alamitos 7.5 Minute Quadrangle.

the project's impacts related to liquefaction would be less than significant, and no mitigation is required.

Project Design Feature:

PDF-GEO-1 **Implementation of Geotechnical Evaluation Recommendations**. The City's construction contractor shall implement the recommendations of the Geotechnical Evaluation prepared for the proposed project, as applicable, to the satisfaction of the City of Cypress' (City) Building Official.

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

iv. Landslides?

No Impact. According to the City's General Plan Safety Element (2001), landslides have not been recorded within the City boundaries and are not anticipated based on the lack of any significant topographic features. Further, according to the California Geological Survey's Landslide Inventory, there are no recorded landslides within the project vicinity.[21] Both the project site and surrounding properties are flat with no unusual geographic features. Therefore, neither the site nor the surrounding area have the potential for impacts related to landslides. No mitigation is required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. During construction of the proposed project, soil would be exposed and there would be increased potential for soil erosion and siltation compared to existing conditions. During storm events, erosion and siltation could occur at an accelerated rate. Construction activities would include site clearing, excavations, grading, and filling. In addition, some soil stockpiling may occur on site. The increased erosion potential could result in short-term water quality impacts as discussed in Section 4.10, Hydrology and Water Quality.

As discussed in RCM-WQ-1 in Section 4.10, the proposed project would comply with the Construction General Permit, which requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of construction BMPs to reduce impacts to water quality during construction, including impacts associated with soil erosion and siltation. BMPs would include Erosion Control BMPs and Sediment Control BMPs to reduce erosion and help retain soil on site during construction activities. With incorporation of construction BMPs as required by RCM-WQ-1, impacts related to erosion during construction would be less than significant level. No mitigation is required.

As discussed in further detail in Section 4.10, the proposed project would increase the impervious surface area on the project site, which would increase the volume and velocity of stormwater

[21] California Geological Survey. Landslide Inventory. Website: https://maps.conservation.ca.gov/cgs/lsi/app/ (accessed July 22, 2019).

runoff from the project site. Following construction, the site will be covered with the proposed multi-use fields, structures, paving, and landscaping. The impervious surface areas would be paved and subject to erosion. The remaining portions of the site would be landscaping, which would stabilize the soil and minimize erosion. Therefore, operation of the proposed project would not result in substantial soil erosion or loss of topsoil. No mitigation is required. RCM-WQ-1 and RCM-WQ-3 listed in Response 4.10(a) would be implemented to reduce impacts related to downstream erosion.

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

Less Than Significant Impact. Landslides and other forms of mass wasting, including mud flows, debris flows, and soil slips, occur as soil moves downslope under the influence of gravity. Landslides are frequently triggered by intense rainfall or seismic shaking. As previously established, the project site is in a flat area. As such, landslides and other forms of slope instability do not represent a significant hazard to the project site or the surrounding area. In addition, as discussed in Response 4.7(a)(iv), the site is not within an area susceptible to landslides. Construction of the proposed project involves filling in of the manmade depression associated with the former golf course and grading of the entire site to facilitate the installation of several multi-use sports fields. Based on the preliminary grading plans, approximately 3,000 cubic yards (cy) of material would need to be imported to the project site. Construction may also require trenching to accommodate the installation of utilities. All excavation and grading required for construction must be performed in accordance with City and State Building Codes, and the State Division of Occupational Safety and Health requirements.

Subsidence, the sinking of the land surface due to oil, gas, and water production, causes loss of pore pressure as the weight of the overburden compacts the underlying sediments. No subsidence associated with fluid withdrawal is known to have occurred on or in the vicinity of the project site, and no mitigation is required.

As discussed in Response 4.7(a)(iii), structures founded on or above potentially liquefiable soils may experience bearing capacity failures due to the temporary loss of foundation support or vertical settlements (both total and differential) and/or undergo lateral spreading. Loss of bearing and ground settlement are of concern on the project site; however, as part of the proposed project, the construction contractor would comply with all recommendations in the Geotechnical Evaluation (PDF-GEO-1). Therefore, impacts related to soil instability are less than significant, and no mitigation would be required. With the implementation of PDF-GEO-1, potential impacts would be reduced to a less than significant level.

Project Design Feature: Refer to Project Design Feature PDF-GEO-1, above.

d) Would the project 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?

Less Than Significant Impact. According to the City's General Plan Program EIR Geologic and Seismic Hazards Chapter, all soil types within the City are suitable for urban development. Of the known soil types within the City, none are expansive. Therefore, there is low potential for risks to life or property as a result of the project being located on expansive soil, and impacts related to expansive soils would be less than significant. No mitigation is required.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The project site is served by a fully functional municipal sewer system and sewer main line located within Lexington Drive, operated by the City's Public Works Department Maintenance Division. A 24-inch sewer trunk main line in Lexington Drive connects to an 8-inch sewer line in the project site. The proposed project will connect to the existing sewer system and will not require the use of septic tanks. No impact would occur, and no mitigation is required.

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

Less Than Significant with Mitigation Incorporated.

Geologic maps of the project site and relevant geological and paleontological literature were reviewed to determine which geologic units are present within the project site and whether fossils have been recovered within the project site or from similar geologic units elsewhere in the region.

The project site is located at the northern end of the Peninsular Ranges Geomorphic Province, a 900-mile long northwest-southeast-trending structural block that extends from the Transverse Ranges in the north to the tip of Baja California in the south (California Geological Survey, 2002; Norris and Webb, 1976).

According to the City of Cypress General Plan EIR, there are no known paleontological resources in the City.[22] Ground-disturbing activities on the site are not anticipated to extend deeper than 8 ft and would only reach deposits considered to have low paleontological sensitivity. As such, the potential for the project to impact scientifically significant paleontological resources is low. However, in the unlikely event that fossil remains are encountered on the site, Mitigation Measure MM-GEO-1 would require that a paleontologist be contacted to assess the discovery for scientific significance and to make recommendations regarding the necessity to develop paleontological mitigation (including paleontological monitoring, collection, stabilization, and identification of observed resources; curation of resources into a museum repository; and preparation of a

[22] City of Cypress General Plan EIR. Effects Found Not to Be Significant. Website: https://www.cypressca.org/home/showdocument?id=722 (accessed July 19, 2019).

monitoring report of findings). With implementation of MM-GEO-1, impacts to paleontological resources would be reduced to a less than significant level.

At the completion of project construction, the proposed project would not result in further disturbance of native soils on the project site. Therefore, operation of the proposed project would not result in a substantial adverse change in the significance of a paleontological resource, and no mitigation is required for operational activities.

Mitigation Measure:

MM-GEO-1 **Unknown Paleontological Resources.** If paleontological resources are encountered during project excavation, all ground-disturbing activities within 50 feet of the find shall be redirected to other areas until a qualified paleontologist can be retained to evaluate the find and make recommendations for additional paleontological mitigation, which may include paleontological monitoring; collection of observed resources; preservation, stabilization, and identification of collected resources; curation of resources into a museum repository; and preparation of a final report documenting the monitoring methods and results to be submitted to the museum repository and the City. Prior to commencement of grading activities, the Director of the City of Cypress Community Development Department, or designee, shall verify that all project grading and construction plans specify federal, State, and local requirements related to the unanticipated discovery of paleontological resources as stated above.

4.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

The discussion and analysis provided below are based on the air quality and greenhouse gas modeling worksheets, which are included in Appendix A.

Background

Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur Hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade GHGs include naturally occurring GHGs such as CO_2, methane, and N_2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of

each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

In October 2008, the SCAQMD released a *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold* that suggested a tiered approach to analyzing GHG emissions in a project level analysis. In the Draft Guidance Document, the SCAQMD provided numerical thresholds that can be applied to smaller projects (like the proposed project). The interim GHG significance thresholds are 10,000 metric tons (MT) of annual CO_2e for industrial projects where the SCAQMD is the lead agency and 3,000 MT of CO_2e per year for all residential and commercial land uses under CEQA. If the project emissions are less than the applicable numerical threshold, then the project's effects related to GHG emissions would be less than significant and the analysis is complete. The SCAQMD has not established GHG significance thresholds for recreational projects; therefore, this analysis evaluates the project's GHG emissions based on the 3,000 MT of CO_2e per year numerical threshold.

Impact Analysis

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Construction Emissions. Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change**.**

As indicated above, the SCAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, Lead Agencies are required to quantify and disclose GHG emissions that would occur during construction. The SCAQMD requires the construction GHG emissions to be amortized over the life of the project (defined as 30 years), added to the operational emissions, and compared to the applicable interim GHG significance threshold tier.

Using CalEEMod, it is estimated that the proposed project would generate approximately 722.3 MT of CO_2e during construction of the project. When annualized over the 30-year life of the project, annual emissions would be 24.1 MT of CO_2e. The estimated construction emissions would be well below the SCAQMD's threshold criteria of 3,000 MT of CO_2e per year. Therefore, project construction would be considered to have a less than significant impact related to GHG emissions and would not, directly or indirectly, have a significant impact on the environment. No mitigation is required.

Notwithstanding the foregoing, the project would be required to implement construction exhaust control measures consistent with SCAQMD Rules 402 and 403 for other air quality topics discussed

in Section 4.3 of this IS/MND, including minimization of construction equipment idling and implementation of proper engine tuning and exhaust controls. Both of these measures would reduce GHG emissions during the construction period.

Operational Emissions. Long-term operation of the proposed project would generate GHG emissions from area and mobile sources and indirect emissions from stationary sources associated with energy consumption. Mobile-source emissions of GHGs would result from project-generated vehicle trips. Area-source emissions would be associated with activities such as landscaping and maintenance of the proposed project, natural gas for heating, and other sources. Increases in stationary-source emissions would also occur at off-site utility providers as a result of demand for electricity, natural gas, and water by the proposed project. Table 4.8.A shows the calculated GHG emissions for the proposed project.

Table 4.8.A: Operational Greenhouse Gas Emissions

Source	Pollutant Emissions (MT/yr)					
	Bio-CO_2	NBio-CO_2	Total CO_2	CH_4	N_2O	CO_2e
Construction emissions amortized over 30 years	0	24.0	24.0	<0.1	0.0	24.1
Operational Emissions						
Area Sources	0.0	<0.1	<0.1	<0.1	0.0	<0.1
Energy Sources	0.0	39.9	39.9	<0.1	<0.1	40.1
Mobile Sources	0.0	525.1	525.1	<0.1	0.0	525.7
Waste Sources	0.1	<0.1	0.1	<0.1	0.0	0.3
Water Usage	0.0	25.3	25.3	<0.1	<0.1	25.4
Total Operational Emissions	**0.1**	**590.3**	**590.4**	**<0.1**	**<0.1**	**591.5**
Total Project Emissions	**0.1**	**615.3**	**614.4**	**<0.1**	**<0.1**	**615.6**
SCAQMD Numeric Threshold						**3,000**
Significant?						**No**

Source: Compiled by LSA (July 2019).
Note: Numbers in table may not appear to add up correctly due to rounding of all numbers.
Bio-CO_2 = biologically generated carbon dioxide
CH_4 = methane
CO_2 = carbon dioxide
CO_2e = carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide
NBio-CO_2 = Nonbiologically generated carbon dioxide
SCAQMD = South Coast Air Quality Management District

As discussed above, the SCAQMD has not established GHG significance thresholds for recreational projects; therefore, this analysis evaluates the project's GHG emissions based on the 3,000 MT of CO_2e per year numerical threshold. According to SCAQMD, a project would have less than significant GHG emissions if it would result in operation-related GHG emissions of less than 3,000 MT of CO_2e per year. Based on the analysis results, the proposed project would result in approximately 615.6 MT of CO_2e per year, which would be well below the SCAQMD's numeric threshold of 3,000 MT of CO_2e per year. Operation of the proposed project would not generate substantial GHG emissions; therefore, impacts related to operational GHG emissions would be less than significant. No mitigation is required.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. The City currently does not have an adopted climate action plan to reduce GHG emissions within its jurisdictional boundaries. Absent an adopted climate action plan, the City's General Plan goals and policies related to climate change were used to respond to this threshold. The following General Plan policies would apply to this analysis:

AQ-1 Reduce air pollution through proper land use and transportation planning.

AQ-1.1: Cooperate with the South Coast Air Quality Management District and the Southern California Association of Governments in their effort to implement provisions of the region's Air Quality Management Plan, as amended.

AQ-1.4: Develop neighborhood parks near concentrations of residents to encourage pedestrian travel to the recreation facilities.

AQ-1.6: Create the maximum possible opportunities for bicycles as an alternative transportation mode and recreational use.

AQ-1.7: Cooperate and participate in regional air quality management plans, programs, and enforcement measures.

AQ-2 Improve air quality by reducing the amount of vehicular emissions in Cypress.

AQ-2.1: Utilize incentives, regulations and/or Transportation Demand Management (TDM) programs in cooperation with other jurisdictions in the South Coast Air Basin to eliminate vehicle trips which would otherwise be made.

AQ-2.2: Utilize incentives, regulations and/or Transportation Demand Management in cooperation with other jurisdictions to reduce the vehicle miles traveled for auto trips which still need to be made.

AQ-2.3: Promote and establish modified work schedules which reduce peak period auto travel.

AQ-2.6: Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.

AQ-2.8: Manage parking supply to discourage auto use, while ensuring that economic development goals will not be sacrificed.

AQ-2.11: Promote state and federal legislation which would improve vehicle/ transportation technology and cleaner fuels.

AQ-2.13: Integrate air quality planning with the land use and transportation process.

The proposed project would comply with these applicable Cypress General Plan policies. However, none of these policies include provisions for determining the effect of compliance, so this analysis does not attempt to determine the reduction in GHG emissions that would result from compliance with these policies. However, as shown in Table 4.8.A, even without including the GHG emissions reductions that would result from compliance with these policies, the proposed project-related GHG emissions would be well below the SCAQMD threshold. Therefore, the proposed project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions. This impact would be less than significant, and no mitigation is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant 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, 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 into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Discussion

Ninyo & Moore prepared a Phase I Environmental Site Assessment (ESA) in September 2018 and a Limited Phase II ESA in January 2019 for the project site. These assessments are provided in Appendix D and Appendix E, respectively, of this IS/MND. It should be noted that both the Phase I ESA and the Phase II ESA analyzed the western portion of APN 241-221-23, which includes the 9-acre project site.

Impact Analysis

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap, and are defined as being toxic, corrosive, flammable,

reactive, and an irritant, or strong sensitizer.[23] Hazardous substances include all chemicals regulated under the United States Department of Transportation "hazardous materials" regulations and the United States Environmental Protection Agency (EPA) "hazardous waste" regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials is affected by the type of substance, the quantity used or managed, and the nature of the activities and operations.

Construction. Construction activities associated with the proposed project would use a limited amount of hazardous and flammable substances (e.g., oils) during heavy equipment operation for site grading and construction. The amount of hazardous chemicals present during construction would be limited and would be in compliance with existing government regulations. The potential for the release of hazardous materials during project construction is low, and even if a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of these materials associated with construction vehicles. Therefore, no mitigation is required.

Operations. Long-term operation activities typical of parks and recreational uses, such as landscape maintenance, would occur on the project site. Maintenance activities would include the use of fertilizers and light equipment (e.g., lawn movers and edgers). These activities would not involve the use of a large amount of hazardous materials. Therefore, the proposed project would not create a potentially significant hazard to the public or the surrounding environment through the transport, use, or disposal of hazardous materials during construction activities or long-term operation, and no mitigation is required.

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

Less Than Significant Impact. A Phase I ESA (Appendix D) was prepared for the western portion of APN 241-221-23, which includes the project site. The purpose of the Phase I ESA was to evaluate the project site for potential Recognized Environmental Concerns (RECs), Historical Recognized Environmental Concerns (HRECs), or Controlled Recognized Environmental Concerns (CRECs) that may be present and/or off-site conditions that impact the project site. The Phase I ESA prepared for the proposed project included (1) site reconnaissance of the project site and the surrounding area; and (2) a review of regulatory agency reports, aerial photographs, and other historic record sources.

According to the Phase I ESA, a Leaking Underground Storage Tank (LUST) site was found to be adjoining the southwest portion of the project site. In March 2004, a groundwater sample collected during the removal of an Underground Storage Tank (UST) and associated piping had methyltert-butyl ether (MTBE), and a case was opened. Soil sampling confirmed an MTBE concentration of 1.3

[23] A "sensitizer" is a chemical that can cause a substantial proportion of people or animals to develop an allergic reaction in normal tissue after repeated exposure to a chemical.

ppm. Groundwater monitoring wells were installed and periodically sampled. MTBE was detected in levels below 0.20 ppm during these subsequent tests. The LUST case was closed by the Orange County Health Care Agency (OCHCA) in 2007.

The Phase I ESA also identified the potential for gasoline from a now demolished Shell Service Station adjoining the site to have affected groundwater. A LUST case was reported for this facility in 1986 and gasoline vapors were subsequently encountered during street trenching. Borings conducted at the former gas station property encountered total petroleum hydrocarbons (TPHs) and VOCs, with contamination reportedly contained to soil. In a 1999 assessment, lower concentrations of TPHs, VOCs, and methane were detected, and natural attenuation was verified. As a result, OCHCA closed the case in 2002.

The Phase I ESA identified a former dry cleaner that was located 520 ft northwest of the project site and operated under various names between 1991 and 2013. Based on the former dry cleaner's distance from the project site and downgradient direction, it was determined that the facility is not an environmental concern to the site.

The database search conducted for the Phase I ESA identified OCFA Fire Station No. 17, which is located 0.32 mile northeast of the project site, to have potentially affected groundwater with diesel and gasoline. Groundwater monitoring indicated that soil contamination was limited to the UST and dispenser areas. Low concentrations of benzene and MTBE were encountered, but most VOCs were not detected. The case was closed in 2004; therefore, the facility is not considered an environmental concern to the site.

The database search conducted for the Phase I ESA also identified the Robert Kahn Property, approximately 0.4 mile northeast of the site at 5001 Cerritos Avenue, as a potential site of concern due to gasoline encountered in groundwater in 1991. Remediation by soil excavation was conducted in 1998, and the case was closed in 2002. Based on this information, the facility is not considered an environmental concern to the site.

The Phase I ESA concluded that the possibility for a vapor encroachment condition (VEC) to exist beneath the site cannot be ruled out. Based on the results of the Phase I ESA, a Phase II ESA was conducted to evaluate if a VEC exists at the site.

The Phase II ESA concluded that the on-site soils and groundwater were not impacted by Title 22 Metals, TPH, and/or VOC concentrations. No further soil sampling or soil vapor sampling is warranted because the Phase II ESA concluded that a VEC condition does not exist at the project site.

Based on the findings of the Phase I ESA and Limited Phase II ESA, no further environmental investigation is recommended. Therefore, the proposed project would not create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No mitigation is required.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The project site is located directly adjacent to residential and commercial development to the north and west, and facilities associated with the Los Alamitos Race Course to the south and east. The Cypress Early Learning Preschool is located adjacent to the project site, across Cerritos Avenue to the north. Additionally, Grace Christian School, a private elementary school, is located approximately 0.25 mile north of the project site. As noted in Response 4.8(a), the proposed project is not anticipated to release hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste in significant quantities. Construction activities associated with the proposed project would use a limited amount of hazardous and flammable substances/oils during heavy equipment operation for site excavation, grading, and construction. The amount of hazardous chemicals present during construction is limited and would be in compliance with existing government regulations. The on-site recreation uses would not require the use, storage, disposal, or transport of large volumes of hazardous materials that could cause serious environmental damage in the event of an accident. Therefore, impacts related to hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. As part of the Phase I ESA, Environmental Data Resources, Inc. (EDR) conducted a search of available environmental records for the project site and properties within 1.0 mile of the project site. The project site itself was not listed on the regulatory databases researched by EDR. Five properties within 1.0 mile of the project site were reported to have released, or have the potential to release, hazardous materials into the subsurface soil or groundwater. However, the Phase I ESA concluded that these sites do not pose a potential hazard to the project site.

According to the EDR report, the project site was not listed in other environmental databases. The Orange County Health Care Agency had records for adjoining properties. Based on the information provided by OCHCA and the regulatory status of the adjoining properties, none of the surrounding properties would represent an REC to the project site.

Additionally, as discussed in further detail in Response 4.9(b), no soil or groundwater contamination was detected on the project site during the Phase II ESA, and no further soil vapor sampling is recommended. Therefore, impacts related to the project site's status on the list of hazardous materials sites would be less than significant, and no mitigation is required.

e) Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 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?

Less Than Significant Impact. The project site is located approximately 1 mile north of the Joint Forces Training Base (JFTB) Los Alamitos. However, according to the Airport Land Use Commission's 2016 Airport Environs Land Use Plan (AELUP) for Joint Forces Training Base Los Alamitos, the project site is not located within an impact zone (Exhibit D3). However, the project site is located in the AELUP height restriction zone for JFTB Los Alamitos (Exhibit D2). Height limitations are imposed on projects within a height restriction zone so that structures or trees (1) do not obstruct the airspace required for take off, flight, or landing of aircraft at an airport, or (2) are not otherwise hazardous to the landing or taking off of aircraft. Structures on the project site are restricted to 122.4 ft in height. The tallest proposed structures are the lighting poles, which would have a maximum height of 80 ft for the two poles at the north and south ends of the project site. The Specific Plan does not include a maximum building height for the Public Park District, which includes the project site. Therefore, the proposed project would not exceed the AELUP height limitation, and the proposed project would not result in a safety hazard for people residing or working in the vicinity of the project site. In addition, the project would not impact flight patterns or pose a hazard to air traffic. Impacts would be less than significant, and no mitigation is required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact.

Construction. During short-term construction activities, the proposed project is not anticipated to result in any substantial traffic queuing along Cerritos Avenue or Lexington Drive and all construction equipment would be staged on site. All large construction vehicles entering and exiting the site would be guided by the use of personnel using signs and flags to direct traffic.

The project does not include any characteristics (e.g., permanent road closure or long-term blocking of road access) that would physically impair or otherwise interfere with emergency response or evacuation in the project vicinity. During short-term construction activities, the proposed project is not anticipated to result in any substantial traffic queuing along Cerritos Avenue or Lexington Drive.

However, the proposed project would require temporary lane closures on Cerritos Avenue and Lexington Drive for utility connections and for the widening of Lexington Drive. Temporary lane closures would be implemented consistent with the recommendations of the *California Joint Utility Traffic Control Manual* (2010). Among other things, the manual recommends early coordination with affected agencies to ensure that emergency vehicle access is maintained. In this manner, officials could plan and respond appropriately to direct the public away from Cerritos Avenue and Lexington Drive in the event of an emergency requiring evacuation. In addition, as part of the proposed project, a Construction Staging and Traffic Management Plan as described in Project Design Feature PDF-HAZ-1 will be prepared and implemented. The Construction Staging and Traffic Management Plan would require certain conditions (e.g., providing warning signs, lights, and

devices) and would require that the City of Cypress Police Department (CPD) be notified a minimum of 48 hours in advance of any lane closures or roadway work. Potential impacts to emergency response and evacuation plans associated with construction of the proposed project would be less than significant, and no mitigation is required.

Operation. The project site is located along Cerritos Avenue and Lexington Drive, neither of which are designated emergency evacuation routes according to the City of Cypress Emergency Evacuation Routes map (Exhibit SAF-5 in the Safety Element of the City's General Plan [October 2, 2001]). According to Exhibit SAF-5, Ball Road and Katella Avenue are designated as emergency evacuation routes. Lexington Drive provides access to both Ball Road and Katella Avenue. Furthermore, changes to public roadways (Lexington Drive and Cerritos Avenue) included as part of the proposed project would improve the implementation of an adopted emergency response and/or evacuation plan. Implementation of the proposed project would widen Lexington Drive from the project site's ingress/egress driveway to the existing Cerritos Avenue/Lexington Drive intersection. This improvement to Lexington Drive would increase mobility in the area, thereby aiding emergency evacuation and response operations. Implementation of the proposed project would also introduce a new right- and left-in/right-out driveway along Cerritos Avenue at the existing Barbara Anne Street intersection. The addition of a second driveway providing access from the project site would help to facilitate emergency evacuation from the project site. Further, the proposed project would not obstruct or alter any transportation routes that could be used as evacuation routes during emergency events. During the operational phase of the proposed project, on-site access would be required to comply with standards established by the City and OCFA. The size and location of fire suppression facilities (e.g., hydrants) and fire access routes on the project site would be required to conform to City and OCFA standards. The proposed project would provide adequate emergency access to the site via the existing driveway and easement off of Lexington Drive and a new driveway and easement off of Cerritos Avenue, which would align with the existing Cerritos Avenue/Barbara Anne Street intersection. Both driveways and easements would connect to an internal accessway that would ensure access for emergency vehicles within the interior of the site.

As previously stated, the project would be developed in accordance with City emergency access standards. Access to and from the project site for emergency vehicles would be reviewed and approved by the OCFA and the City as part of the project approval process to ensure the proposed project is compliant with all applicable codes and ordinances for emergency vehicle access. Therefore, impacts related to emergency response and evacuation plans associated with operation of the proposed project would be less than significant, and no mitigation is required.

Project Design Feature:

PDF-HAZ-1 **Construction Staging and Traffic Management Plan.** A Construction Staging and Traffic Management Plan will be prepared and implemented. The Construction Staging and Traffic Management Plan shall also include the name and phone number of a contact person who can be reached 24 hours per day regarding construction traffic complaints or emergency situations. The Construction Staging and Traffic Management Plan may include, but not be limited to, the following:

- Temporary lane closures shall be implemented consistent with the recommendations of the *California Joint Utility Traffic Control Manual*.
- Flagpersons in adequate numbers shall be provided to minimize impacts to traffic flow and to ensure safe access into and out of the site.
- Flagpersons shall be trained to assist in emergency response by restricting or controlling the movement of traffic that could interfere with emergency vehicle access.
- All emergency access to the project site and adjacent areas shall be kept clear and unobstructed during all phases of demolition and construction.
- Safety precautions shall be provided for pedestrians and bicyclists through such measures as alternate routing and protection barriers.
- Construction-related deliveries other than concrete and earthwork-related deliveries shall be scheduled so as to reduce travel during peak travel periods (i.e., 6:00 a.m. to 9:00 a.m. and 3:30 p.m. to 7:00 p.m. Monday through Friday).
- Construction contractor coordination with other construction projects in the vicinity to minimize conflicts.
- If necessary, a California Department of Transportation (Caltrans) transportation permit shall be obtained for use of oversized transport vehicles on Caltrans facilities.
- If necessary, a traffic management plan shall be submitted to Caltrans for review and approval.
- Construction vehicles, including construction personnel vehicles, shall not park on public streets, including streets outside Cypress.
- Construction vehicles shall not stage or queue where they interfere with pedestrian and vehicular traffic or block access to nearby businesses.
- If feasible, any traffic lane closures shall be limited to off-peak traffic periods, as approved by the City of Cypress Department of Public Works.
- The Cypress Police Department shall be notified a minimum of 48 hours in advance of any lane closures or other roadway work.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The project site is located within a fully urbanized and built out. There are no wildlands adjacent or in the vicinity of the project site, and the project site is not designated as a Fire Hazard

Severity Zone on the Statewide CAL FIRE Map.[24] Therefore, there will be no risk of loss, injury, or death involving wildland fires. No impact will occur, and no mitigation is required.

[24] California Department of Forestry and Fire Protection (CAL FIRE). Fire Hazard Severity Viewer. Website: https://egis.fire.ca.gov/FHSZ/ (accessed July 31, 2019).

4.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒
k) Result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)	☐	☐	☒	☐
l) Result in significant alteration of receiving water quality during or following construction?	☐	☐	☒	☐
m) Could the proposed project result in increased erosion downstream?	☐	☐	☒	☐
n) Result in increased impervious surfaces and associated increased runoff?	☐	☐	☒	☐
o) Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?	☐	☐	☒	☐

p)	Be tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?	☐	☐	☒	☐
q)	Be tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions?	☐	☐	☐	☒
r)	Have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters?	☐	☐	☒	☐
s)	Have a potentially significant adverse impact on groundwater quality?	☐	☐	☒	☐
t)	Cause or contribute to an exceeded applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?	☐	☐	☒	☐
u)	Impact aquatic, wetland, or riparian habitat?	☐	☐	☐	☒
v)	Would the project include new or retrofitted stormwater treatment control Best Management Practices (e.g., water quality treatment basin, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g., increased vectors or odors)?	☐	☐	☒	☐

Impact Analysis

a) Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. The proposed project involves the demolition and grading of the entire project site, including existing horse stalls and storage facilities, graded access roads, the filling of the manmade depression associated with the former golf course, and the construction of a multi-field sports park with associated recreational amenities. Pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked and have the potential to be transported via stormwater runoff into receiving waters (i.e., Coyote Creek, the San Gabriel River, and ultimately the Pacific Ocean).

Construction. During construction, the total disturbed soil area would be up to 9 acres. Because construction of the proposed project would disturb greater than 1 acre of soil, the project is subject to the requirements of the State Water Resources Control Board's (SWRCB) *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities* (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by Orders Nos. 2010-0014-DWQ and 2012-0006-DWQ) (Construction General Permit). The Construction General Permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of Construction Best Management Practices (BMPs), as specified in Regulatory Compliance Measure RCM-WQ-1. Construction BMPs would include, but are not limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris

and waste into receiving waters. The SWPPP would be developed and construction BMPs selected and implemented to target pollutants of concern during construction. The construction BMPs would be designed and maintained during construction to prevent sediment and other pollutants from reaching receiving waters so that construction activities do not violate water quality standards or waste discharge requirements.

During the Phase II ESA, groundwater was encountered from approximately 8 to 11 ft bgs. Due to the anticipated depth of excavation (an average of 8 ft below existing grade), groundwater may be encountered during excavation. Groundwater may contain elevated levels of total dissolved solids (TDS), nitrates, or other constituents that could be introduced to surface waters. As specified in Regulatory Compliance Measure RCM-WQ-2, groundwater dewatering during excavation would be conducted in accordance with the waste discharge requirements of the Groundwater Discharge Permit, which would require testing and treatment (as necessary) of groundwater encountered during dewatering or groundwater well construction prior to release. As a result, groundwater dewatering would not introduce pollutants to receiving waters or violate water quality standards or waste discharge requirements.

Regulatory Compliance Measures RCM-WQ-1 and RCM-WQ-2 reflect that the proposed project must comply with (1) the waste discharge requirements of the Construction General Permit (including preparation and implementation of a SWPPP that identifies appropriate construction BMPs as part of the project design) and (2) the waste discharge requirements of the Groundwater Discharge Permit (including testing and treatment of dewatered groundwater). The proposed project's adherence to the regulatory standards described in RCM-WQ-1 and RCM-WQ-2 would ensure that potential construction impacts related to violation of water quality standards or waste discharge requirements would be less than significant.

Operation. Anticipated pollutants of concern during operation of the proposed park, associated parking, and landscaping/open space areas include suspended solids/sediments, nutrients, heavy metals, pathogens (bacteria/viruses), pesticides, total organic compounds, oil and grease, and trash and debris. Due to the introduction of parking areas and artificial turf on currently pervious areas, the proposed project is expected to increase the amount of impervious surface area on site compared to existing conditions. Growth in impervious surface area increases the volume and velocity of stormwater runoff, and as a result increases pollutant loading to downstream receiving waters.

A Water Quality Management Plan (WQMP) will be prepared for the proposed project to address stormwater runoff through the implementation of post-construction BMPs, in accordance with the requirements of the North Orange County MS4 Permit (Order No. R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062) and Section 13-23, Control of Urban Runoff, of the City of Cypress Municipal Code. The WQMP would detail the proposed Source Control, Site Design, and Low Impact Development (LID) BMPs that would be implemented to target pollutants of concern in runoff from the project site to reduce impacts to water quality during operation. The WQMP would identify final Source Control and LID BMPs to be implemented during project operation, as specified in Regulatory Compliance Measure RCM-WQ-3. Source Control BMPs are measures that focus on reducing or eliminating runoff and controlling sources of pollutants during project operation. Site Design BMPs are incorporated into site layout to strategically manage

stormwater. LID BMPs mimic the project site's existing hydrology by using design measures that capture, filter, store, evaporate, detain, and infiltrate runoff, rather than allowing runoff to flow directly to piped or impervious storm drains. The proposed BMPs would target and reduce pollutants of concern in stormwater runoff.

After construction of the project, the City would be responsible for the maintenance of all storm drain systems and BMPs within the site, as specified in Regulatory Compliance Measure RCM-WQ-4. The City would verify BMP implementation and ongoing maintenance through inspection, self-certification, survey, or other effective measures.

For the reasons outlined above, with adherence to Regulatory Compliance Measures RCM-WQ-1 through RCM-WQ-4, which require implementation of construction and post-construction BMPs, the proposed project would not violate any water quality standards or Waste Discharge Requirements (WDRs), or otherwise substantially degrade water quality. Therefore, with the implementation of RCM-WQ-1 through RCM-WQ-4, impacts related to WDRs, water quality standards, and degradation of water quality would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required. However, RCM-WQ-1 through RCM-WQ-4 are based on local, State, and federal regulations or laws that serve to reduce impacts related to hydrology and water quality. These Regulatory Compliance Measures are applicable to the proposed project and shall be incorporated to ensure that the project has minimal impacts to receiving waters.

Regulatory Compliance Measures:

RCM-WQ-1 **Construction General Permit.** Prior to issuance of a grading permit, the City shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWG and 2012-0006-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit). This shall include submission of Permit Registration Documents, including a Notice of Intent (NOI) for coverage under the permit to the SWRCB via the Storm Water Multiple Application and Report Tracking System (SMARTS). Prior to commencement of construction activities, the City Engineer of the City of Cypress (City), or designee, shall obtain the Waste Discharge Identification Number (WDID) to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs), such as Erosion Control, Sediment Control, and Good Housekeeping BMPs, to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Upon completion of construction and stabilization of the project site, the City shall submit a Notice of

Termination to the Santa Ana Regional Water Quality Control Board (RWQCB) to terminate coverage under the Construction General Permit.

RCM-WQ-2 **Groundwater Discharge Permit.** If groundwater dewatering during excavation for the proposed project is required, then with respect to such dewatering the City shall comply with the requirements of the *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimus) Threat to Water Quality* (Groundwater Discharge Permit) (Order No. R8-2015-0004, NPDES No. CAG998001) or subsequent permit. The City shall comply with all applicable provisions in the permit, including water-sampling, analysis, and reporting of dewatering-related discharges. The City shall submit a Notice of Intent for coverage under the permit to the Santa Ana RWQCB at least 45 days prior to the start of dewatering. Groundwater discharge shall not commence until an authorization letter is received from the Santa Ana RWQCB. Upon completion of groundwater dewatering activities, the City shall submit a Notice of Termination to the Santa Ana RWQCB.

RCM-WQ-3 **Water Quality Management Plan.** Prior to the issuance of any grading or building permits, the City Engineer of the City of Cypress (City), or designee, shall prepare a Water Quality Management Plan (WQMP) in accordance with the *Waste Discharge Requirements for The County of Orange, Orange County Flood Control District and The Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County* (North Orange County Municipal Separate Storm Sewer System (MS4) Permit, Order No. R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062) and Section 13-23, Control of Urban Runoff, of the City of Cypress Municipal Code. The WQMP shall be prepared consistent with the requirements of the Drainage Area Management Plan (DAMP), the Model WQMP, and the Technical Guidance Document. The WQMP shall specify final BMPs to be incorporated into the design of the proposed project.

RCM-WQ-4 **City Responsibility during Project Operation.** During operation, the City shall verify BMP implementation and maintenance through inspection, self-certification, survey, or other equally effective measure. BMP maintenance and inspection shall be conducted according to the schedule specified in the WQMP. The certification shall verify, at a minimum, the inspection and maintenance of all structural BMPs, including inspection and required maintenance in the late summer/early fall (prior to the start of the rainy season) and after each storm event that produces measureable runoff. The City shall retain, and make available upon request, operations, inspections, and maintenance records of the BMPs for at least 5 years after the recorded inspection date. In addition, the City shall ensure that long-term funding for BMP maintenance is available.

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

Less Than Significant Impact. The project site is located within the Coastal Plain of the Orange County Groundwater Basin. During the Phase II ESA, groundwater was encountered from approximately 8 to 11 ft bgs. Excavation activities associated with the proposed project would extend to depths of 8 ft bgs, therefore, groundwater may be encountered during construction, and groundwater dewatering (i.e., pumping or removal of groundwater during excavation) may be required. However, it is anticipated that the amount of groundwater extracted would be limited and short term in nature. Groundwater dewatering during construction would not substantially deplete groundwater supplies or interfere with groundwater recharge. Impacts would be less than significant, and no mitigation is required.

The proposed project would increase impervious surface areas on site, which would decrease infiltration. However, this decrease in infiltration would be minimal compared to the overall size of the underlying groundwater basin, which stores approximately 66 million acre-feet of water[25]. In addition, the project site is underlain by Bolsa, a silty loam with slow infiltration rates. Thus, the project would not substantially interfere with groundwater recharge. In addition, operation of the proposed project would not require groundwater extraction. Therefore, impacts related to depletion of groundwater supplies or interference with groundwater recharge would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. As previously discussed, project grading would change on site drainage patterns. In its existing condition, there are no on-site streams or rivers. As such, project construction would not alter the course of a stream or river. During construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As discussed in Response 4.10(a) and specified in RCM-WQ-1, the Construction General Permit requires preparation of a SWPPP to identify construction BMPs, including Erosion Control and Sediment Control BMPs, to reduce erosion and siltation during construction.

[25] Orange County Water District Ground Water Basin Management Plan Update. 2015. Website: https://www.ocwd.com/media/3503/groundwatermanagementplan2015update_20150624.pdf (accessed August 19, 2019).

The proposed project's adherence to the regulatory standards described in RCM-WQ-1 would ensure that the construction of the proposed project would not substantially alter the existing drainage pattern of the project site or surrounding area in a manner that would result in substantial erosion, siltation, or flooding on site or off site, and the impact would be less than significant.

Operation. The proposed project would change the on-site drainage pattern by adding impervious surface areas, including an internal circulation roadway, parking lots, sidewalks, paving, and artificial turf. No existing storm drain facilities are located on the project site. In the existing condition, stormwater runoff on site drains toward Lexington Drive and is collected by a catch basin at the intersection of Lexington Drive and Katella Avenue. Flows from the project site are then discharged to the existing 48-inch reinforced concrete pipe (RCP) within Katella Avenue**.** The existing storm drain system within Katella Avenue is undersized and, therefore, requires on-site detention (i.e., flow attenuation) until peak storm flows within the Katella Avenue storm drain system subside. Runoff from the project site eventually discharges to Coyote Creek, which discharges to the San Gabriel River and ultimately to the Pacific Ocean.

In the proposed condition, a majority of the project site would be pervious, where on-site erosion and siltation would be minimal. The pervious areas would consist of the multi-use field area, which would include artificial turf, as well as small landscaped areas and open space. A large portion of the site would be impervious surface areas, such as the paved parking areas and driveways, and not prone to erosion or siltation.

The proposed project would increase the impervious surface area on the project site compared to existing conditions, which would increase the rate of stormwater runoff generated from the project site. Post-construction BMPs would be identified in the WQMP to strategically manage stormwater runoff on site. According to the Orange County Watershed Hydromodification Map, the project area is not an area susceptible to erosion.[26] The downstream storm drain system and the primary receiving water (Coyote Creek) are considered stabilized.[27] For these reasons, the proposed project would not contribute to on-site or off-site erosion or siltation. Finally, the proposed project would not alter the course of a stream or river.

Therefore, with implementation of the construction BMPs as specified in RCM-WQ-1 and RCM-WQ-3, impacts related to on-site or off-site erosion or siltation would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required. RCM-WQ-1 and RCM-WQ-3 listed in Response 4.10(a), would be implemented to reduce impacts related to erosion and siltation.

---

[26] Orange County Watershed Hydromodification GIS Mapping. 2019. Website: http://pacewater.com/services/stormwater-management/gis-waterresource-hydraulics/orange-county-watershed-hydro modification-gis-mapping/ (accessed August 20, 2019).

[27] Ibid.

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

Less Than Significant Impact. During construction activities, soil would be compacted and drainage patterns would be temporarily altered during grading and other construction activities, and there would be an increased potential for flooding compared to existing conditions. As discussed in Response 4.10(a) and specified in RCM-WQ-1, the Construction General Permit requires preparation of a SWPPP that would identify Construction BMPs to be implemented to direct and manage flow to reduce impacts associated with flooding.

The proposed project would increase the impervious surface area on the project site compared to existing conditions, which would increase the velocity and volume of stormwater runoff generated from the project site. Drainage improvements would be included in the final site design to accommodate the increased flow so that on-site flooding would not occur. As specified in RCM-WQ-5, the City will prepare a hydrology report that confirms that proposed storm drain facilities and BMPs are appropriately sized to accommodate stormwater runoff and ensure that on-site flooding would not occur. The hydrology report would demonstrate that the project's on-site storm conveyance and BMPs are sufficient and that the increase in flow would not alter the existing drainage pattern of the site or exceed the capacity of the downstream storm drain system to an extent that flooding would occur on- or off-site. Finally, the proposed project would not alter the course of a stream or river. Therefore, with the implementation of RCM-WQ-1 and RCM-WQ-5, potential impacts related to on- or off-site flooding are less than significant, and no mitigation is required. Thus, the project would not result in on- or off-site flooding.

Mitigation Measures: No mitigation is required. In addition to RCM-WQ-5, listed below, Regulatory Compliance Measure RCM-WQ-1, listed in Response 4.10(a), would be implemented to reduce impacts related to drainage.

Regulatory Compliance Measure:

RCM-WQ-5 **Hydrology Report.** Prior to issuance of grading permits, the City Engineer of the City of Cypress (City) shall prepare a Hydrology Report, or equivalent (such as a Hydrology and Hydraulics Analysis). The Hydrology Report shall demonstrate, based on hydrologic calculations, that the project's on-site storm conveyance and BMPs, including landscaped areas, are designed in accordance with the requirements of the Orange County Hydrology Manual and Orange County Local Drainage Manual. In addition, the final Hydrology Report shall ensure that the increase in flow will not exceed the capacity of the downstream storm drain system.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Construction of the proposed project has the potential to introduce pollutants from erosion, siltation, and accidental spills. In addition, the compaction of soil during grading and the construction of on-site structures would increase the impervious area within the project site, which would increase runoff during construction. However, as previously stated, RCM-WQ-1 requires the preparation of a SWPPP to identify construction BMPs, which must be implemented during project construction in order to reduce impacts to water quality, including those impacts associated with soil erosion, siltation, spills, and the discharge of pollutants in stormwater runoff.

As also discussed previously, groundwater dewatering may be temporarily required during construction. Groundwater dewatering would not be substantial and would not occur during storm events that could cause additional discharge to exceed the capacity of the existing storm drain system. Therefore, the discharge of dewatered groundwater would not exceed the capacity of the storm drain system. In addition, groundwater may contain high levels of TDS, color, nitrates, or other constituents that could be introduced to surface waters. RCM-WQ-2 requires that dewatering would be conducted in accordance with the Groundwater Discharge Permit, which would require testing and treatment (as necessary) of groundwater encountered during dewatering or groundwater well construction prior to release.

In the existing conditions, runoff from the project site flows towards Lexington Drive and is collected by a catch basin at the intersection of Lexington Drive and Katella Avenue. Storm water is then discharged to the existing storm drain pipe in Katella Avenue.

As discussed previously, the proposed project would increase the impervious surface area on the project site compared to existing conditions, which would increase the volume of stormwater runoff generated from the project site. The City would prepare a Hydrology Report in order to ensure that storm drain facilities serving the project site are appropriately sized to accommodate the additional stormwater runoff, as specified in RCM-WQ-5. In addition, as specified in RCM-WQ-2, the project would include final Source Control, Site Design, and LID BMPs to target and reduce pollutants in stormwater runoff from the project site during operation. In addition, RCM-WQ-3 and RCM-WQ-4 would ensure that the post-construction BMPs are regularly maintained. Therefore, the proposed project would not create or contribute additional runoff water to the downstream storm drain system beyond existing conditions that would exceed the existing storm drain system capacity.

With implementation of RCM-WQ-1 through RCM-WQ-4, including implementation and regular maintenance of construction and operational BMPs, the proposed project would not contribute substantial additional sources of polluted runoff to the storm drain system.

For these reasons, with the implementation of RCM-WQ-1 through RCM-WQ-5, impacts related to the creation or contribution of runoff water that would exceed the capacity of existing or planned

stormwater drainage systems or the provision of substantial additional sources of polluted runoff would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required. RCM-WQ-1 through RCM-WQ-5 listed in Responses 4.10(a) and 4.10(d) would be implemented to reduce impacts related to the contribution of pollutants and storm drain capacity.

f) Would the project otherwise substantially degrade water quality?

Less Than Significant Impact. Refer to Response 4.10(a).

Mitigation Measures: No mitigation is required; however, RCM-WQ-1 through RCM-WQ-4, listed in Response 4.10(a), would be implemented to reduce impacts to water quality.

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

No Impact. According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Map No. 06059C0116J (December 3, 2009), the project site is not located within a 100-year flood hazard area, but is in an area designated as Zone X: 0.2 percent chance flood hazard. Furthermore, the proposed project would not develop any housing. Therefore, no impacts would occur related to placement of housing within a 100-year flood hazard area, and no mitigation is required.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. As discussed in Response 4.10(g), the project site is not located within a 100-year flood hazard area. Because the project site is not located within a 100-year flood hazard area, the proposed project would not place structures within a 100-year flood hazard area or impede or redirect flood flows, and no mitigation is required.

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

Less Than Significant Impact. A levee is a type of dam that runs along the banks of a river or canal that provides flood protection. A levee system failure could create severe flooding and high water velocities. Coyote Creek is located approximately 1.2 miles to the west of the project site and the confluence of Coyote Creek and Carbon Creek is located approximately 1 mile northwest of the project site. The United States Army Corps of Engineers (USACE) operates and maintains levee systems along Coyote Creek and at the Coyote Creek/Carbon Creek confluence. According to USACE mapping for Coyote Creek/Carbon Creek 1 levee system, the project site is located within

the Coyote Creek/Carbon Creek 1 Leveed Area (area protected by the levee).[28] The levee system was reviewed by the USACE in 2013 and determined to be minimally acceptable and would perform as intended for the next significant rainfall event.

Dam failure is defined as the structural collapse of a dam that releases the water stored in a reservoir behind the dam. A dam failure is usually the result of the age of the structure, inadequate spillway capacity, or structural damage caused by an earthquake or flood. The Carbon Canyon Dam, Whittier Narrows Dam, and Prado Dam lie approximately 14.5 miles to the northeast, approximately 15 miles to the north, and more than 25 miles east of the project site, respectively. According to the Safety Element (2001) of the City's General Plan, the entire City is within a dam inundation area. The project site itself is located outside of the Whittier Narrows Dam and Prado Dam inundation areas. However, the project site is located within the Carbon Canyon Dam inundation area[29].

The Carbon Canyon Dam, which was constructed in 1961 by the USACE and is operated by the USACE Los Angeles District, works in conjunction with the Brea and Fullerton Dams for flood protection of portions of the coastal plains in Orange County.[30] According to the City's General Plan Safety Element (2001), the dam is designed to hold 12,000 acre-feet of water. During a flood event that would cause the dam to exceed its capacity, the portion of Cypress below Orange Avenue could be completely inundated.

Although the project would develop a public park in an area that is located in both a leveed area and a dam inundation zone, the proposed project would not increase the chance of inundation from the failure of Coyote Creek/Carbon Creek levee systems or Carbon Canyon Dam. There are no habitable structures within the park and the park would be anticipated to have fewer users during storm events. Therefore, the impacts related to the exposure of additional people or structures to a significant risk of loss, injury, or death involving flooding from failure of a dam or levee would be less than significant. No mitigation is required.

j) Would the project expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?

No Impact. According to the City of Cypress General Plan Program EIR, the City has not identified seiche, tsunami, or mudflow and key safety risks.

Seiching is a phenomenon that occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities such as reservoirs. Such waves can cause retention

---

28 United States Army Corps of Engineers (USACE) Los Angeles District. 2014. National Levee Database. Coyote Creek/Carbon Creek 1. Website: https://levees.sec.usace.army.mil/#/levees/system/38050 10020/summary (accessed July 24, 2019).

29 City of Cypress General Plan Dam Inundation Areas Exhibits SAF-2. Website: https://www.cypressca. org/home/showdocument?id=3630 (accessed July 31, 2019).

30 USACE Los Angeles District. 2016. Carbon Canyon Dam. Website: http://resreg.spl.usace.army.mil/pages/ ccyn.php (accessed July 19, 2019).

structures to fail and flood adjacent properties. There are no major water-retaining structures located within the vicinity of the project site; therefore, inundation on the project site from a seismically induced seiche is considered unlikely. The risk associated with seiches is, therefore, not considered a potential hazard or a potentially significant impact, and no mitigation is required.

Tsunamis are generated wave trains generally caused by tectonic displacement of the sea floor associated with shallow earthquakes, sea floor landslides, rock falls, and exploding volcanic islands. The project site is approximately 5 miles from the Pacific Ocean. According to the State of California Department of Conservation Official Tsunami Inundation Maps, the project site is not located within a tsunami inundation area.[31] The risk associated with tsunamis is, therefore, not considered a potential hazard or a potentially significant impact, and no mitigation is required.

Mudslides and slumps are described as a shallower type of slope failure, usually affecting the upper soil mantle or weathered bedrock underlying natural slopes and triggered by surface or shallow subsurface saturation. The project site is relatively flat, primarily developed, and is not located downslope of any area of potential mudflow. The risk associated with mudflow is, therefore, not considered a potential hazard or a potentially significant impact, and no mitigation is required.

k) Would the project result in an increase in pollutant discharges to receiving waters? Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical stormwater pollutants (e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances, and trash)?

Less Than Significant Impact. Refer to Response 4.10(a).

Mitigation Measures: No mitigation is required. RCM-WQ-1 through RCM-WQ-4 listed in Response 4.10(a) would be implemented to reduce impacts related to increased pollutant discharges to receiving waters.

l) Would the project result in significant alteration of receiving water quality during or following construction?

Less Than Significant Impact. Refer to Response 4.10(a).

Mitigation Measures: No mitigation is required. RCM-WQ-1 through RCM-WQ-4 listed in Response 4.10(a) would be implemented to reduce impacts related to altering receiving water quality during or following construction.

m) Could the proposed project result in increased erosion downstream?

Less Than Significant Impact. Refer to Response 4.10(a) and Response 4.7(b).

---

[31] California Department of Conservation. 2017. Orange County Tsunami Inundation Map. Los Alamitos/Seal Beach Quadrangle.

Mitigation Measures: No mitigation is required. RCM-WQ-1 and RCM-WQ-3 listed in Response 4.10(a) would be implemented to reduce impacts related to downstream erosion.

n) Would the project result in increased impervious surfaces and associated increased runoff?

Less Than Significant Impact. Refer to Responses 4.10(d) and 4.10(e).

Mitigation Measures: No mitigation is required. RCM-WQ-5 listed in Response 4.10(d), would be implemented to reduce impacts related to increases in impervious surfaces and associated increased runoff.

o) Would the project create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?

Less Than Significant Impact. Refer to Responses 4.10(d).

Mitigation Measures: No mitigation is required. RCM-WQ-5 listed in Response 4.10(d) would be implemented to reduce impacts related to drainage patterns and changes in runoff flow rates and volumes.

p) Would the project be tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, can it result in an increase in any pollutant for which the water body is already impaired?

Less Than Significant Impact. After entering the storm drain system in Lexington Drive and connecting to the main storm drain system in Katella Avenue, runoff from the project site eventually flows to Coyote Creek, then to the San Gabriel River, and ultimately to the Pacific Ocean. According to the 2014/2016 Clean Water Act Section 303(d) list of impaired waterbodies, Coyote Creek is impaired for, indicator bacteria, iron, malathion, toxicity, and pH. The San Gabriel River Reach 1 (Estuary to Firestone) is impaired for water temperature, and pH. The San Gabriel River Estuary is impaired for copper, dioxin, indicator bacteria, nickel, and dissolved oxygen.

As discussed in Response 4.10(a), construction of the proposed project has the potential to introduce pollutants to the storm drain system from erosion, siltation, and accidental spills. During construction activities, excavated soil would be exposed and there would be an increased potential for soil erosion and sediment to reach downstream receiving waters, which could result in decreases in dissolved oxygen levels. During construction activities, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste may be spilled or leaked. Therefore, construction has the potential to contribute to the toxicity, water temperature, and pH impairments. Grading and earthmoving equipment are sources of chemicals, liquid products, and petroleum products if the equipment leaks and could contribute to the metals and toxicity impairments in downstream receiving waters. If concrete-related wastes are spilled or leaked, they could affect the pH of downstream receiving waters. Temporary or portable sanitary facilities provided for construction workers could be a source of sanitary waste and contribute to downstream bacteria impairments. However, sanitary waste generated from temporary or portable sanitary facilities would be disposed of in compliance with all applicable regulations.

Project construction would not involve use of dioxin, which was banned in the U.S, in 1979. Additionally, it is not anticipated that malathion would be used during construction because this is primarily used for mosquito control. Therefore, project construction would not contribute to the dioxin or malathion impairments.

As specified in RCM-WQ-1, compliance with the Construction General Permit requires preparation of a SWPPP to identify construction BMPs to be implemented during project construction to reduce impacts to water quality. Construction BMPs would include, but not be limited to, Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site, as well as Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. In addition, during groundwater dewatering, RCM-WQ-2 would ensure that pollutants are not introduced to receiving waters and that water quality standards and waste discharge requirements are met.

During operation, expected pollutants of concern include suspended solids/sediments, nutrients, heavy metals, pathogens (bacteria/viruses), pesticides, total organic compounds, oil and grease, and trash and debris. Pesticides used for landscaping could contribute to the toxicity impairments to downstream receiving waters. Pets utilizing the landscaped areas would be a potential source of bacteria (e.g., fecal matter) which could contribute to the indicator bacteria and dissolved oxygen impairment. Vehicles operating within the project site could be a source of heavy metals. Therefore, there is the potential for operational pollutants to contribute to the indicator bacteria, iron, nickel, copper, toxicity, and pH impairments in receiving waters. There is a potential for malathion to be used for insect control, such as mosquito control which could contribute to the malathion impairment. Additional impervious areas can retain heat and increase temperature in storm water, thereby contributing to the temperature impairment. Project construction would not involve the use of dioxin, which was banned in the U.S, in 1979. Therefore, the project would not contribute to the dioxin impairment.

As specified in RCM-WQ-3 and RCM-WQ-4, post-construction BMPs would be implemented and maintained during operation to target and reduce pollutants in stormwater runoff from the project site during operation. LID BMPs as specified in the WQMP would reduce impervious surface area and target and reduce pollutants in stormwater runoff. Source Control BMPs are measures that focus on reducing or eliminating runoff and controlling sources of pollutants during project operation. Site Design BMPs are incorporated into site layout to strategically manage stormwater. In combination, the proposed BMPs would target pollutants of concern in runoff from the project site, including those contributing to downstream water quality impairments. Therefore, with implementation of RCM-WQ-1 through RCM-WQ-4, impacts related to an increase in pollutants for which the receiving waterbody is already impaired as listed on the Clean Water Act Section 303(d) list would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required. RCM-WQ-1 through RCM-WQ-4 listed in Response 4.10(a) would be implemented to reduce impacts related to existing water quality impairments in receiving waters.

q) Would the project be tributary to other environmentally sensitive areas? If so, can it exacerbate already existing sensitive conditions?

No Impact. According to the North Orange County MS4 Permit, Environmentally Sensitive Areas (ESA) are areas such as those designated in the Ocean Plan as Areas of Special Biological Significance (ASBS) or waterbodies listed on the Clean Water Act (CWA) Section 303(d) list of impaired waters. The project site is not tributary to an ASBS. The closest ASBS are the Robert E. Badham ASBS and the Irvine Coast ASBS located approximately 18.5 miles south of the project site along the coast and are not downstream of the project site.[32] In addition, the proposed project does not meet the priority development project definition of "a development of 2,500 square feet of impervious surface or more, adjacent to (within 200 feet) or discharging directly into Environmentally Sensitive Areas." The nearest CWA Section 303(d) impaired waterbody is Coyote Creek, which is approximately 1.15 mile west of the project site. Due to the distance of the nearest receiving water, the project would not discharge directly into CWA Section 303(d) impaired water. Furthermore, as previously discussed in Threshold 4.10(p), the proposed project would not increase any pollutant for which Coyote Creek is currently listed for an existing Section 303(d) listed impairment. Therefore, implementation of the proposed project would not result in any impacts to environmentally sensitive areas. No mitigation is required.

r) Would the project have a potentially significant environmental impact on surface water quality to either marine, fresh, or wetland waters?

Less Than Significant Impact. Refer to Response 4.10(a).

Mitigation Measures: No mitigation is required. Compliance with RCM-WQ-1 through RCM-WQ-4 listed in Response 4.10(a) would be implemented to reduce impacts related to surface water quality of marine, fresh, or wetland waters.

s) Would the project have a potentially significant adverse impact on groundwater quality?

Less Than Significant Impact. During construction, there is a potential for pollutants to be leaked or spilled and for them to infiltrate into the underlying groundwater basin. As specified in Regulatory Compliance Measure RCM-WQ-1, the project would be required to comply with the Construction General Permit, which requires the preparation of a SWPPP to identify construction BMPs (e.g., Good Housekeeping BMPs) to be implemented during project construction. Construction BMPs would ensure that pollutants from spills and leaks are contained and are not introduced to groundwater and to receiving waters, and that water quality standards and waste discharge requirements are met. Although groundwater dewatering may be required, dewatered groundwater would be discharged to the storm drain system, which discharges into Coyote Creek through the existing Katella Avenue storm drain system rather than back into groundwater, and would not affect groundwater quality. Therefore, through the implementation of construction

[32] California Environmental Protection Agency (Cal/EPA). 2017. State Water Resources Control Board. California's Areas of Special Biological Significance Map. Website: https://www.waterboards.ca.gov/water_issues/programs/ocean/asbs_map.shtml (accessed July 25, 2019).

BMPs, the potential for construction-related pollutants to infiltrate the groundwater basin and adversely affect groundwater quality during construction would be less than significant.

Operation of the proposed project would not affect groundwater quality, as pollutants from storm water would be removed by post-construction BMPs (as specified in RCM-WQ-3) and any pollutants in stormwater that may infiltrate would be filtered out through the soil. Additionally, the project site is underlain by Bolsa loam, which has a relatively slow rate of water infiltration. In addition, RCM-WQ-4 would ensure that the post-construction BMPs on site are regularly maintained. Therefore, through the implementation and regular maintenance of post-construction BMPs, the potential for operational-related pollutants to infiltrate the groundwater basin and adversely affect groundwater quality during operation would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required. Regulatory Compliance Measures RCM-WQ-1 through RCM-WQ-4 listed in Response 4.10(a) would be implemented to reduce impacts related to groundwater quality.

t) Would the project cause or contribute to an exceeded applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

Less Than Significant Impact. The project site is within the jurisdiction of the Santa Ana RWQCB. The Santa Ana RWQCB has adopted a Basin Plan that designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses.

As discussed above in Response 4.10(a), the proposed project would comply with existing NPDES requirements and would implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff (RCM-WQ-3). Additionally, during construction, any dewatered groundwater would be tested and treated (if necessary) prior to discharge to surface waters (RCM-WQ-2). Compliance with these regulatory requirements would ensure that the proposed project would not degrade or alter water quality, cause the receiving waters to exceed the water quality objectives, or impair the beneficial use of receiving waters.

Infiltration of storm water has the potential to affect groundwater quality in areas of shallow groundwater. During construction, there is a potential for pollutants to be leaked or spilled and for them to infiltrate into the underlying groundwater basin. As specified in Regulatory Compliance Measure RCM-WQ-1, the project would be required to comply with the Construction General Permit, which requires the preparation of a SWPPP to identify construction BMPs (e.g., Good Housekeeping BMPs) to be implemented during project construction. Construction BMPs would ensure that pollutants from spills and leaks are contained and are not introduced to groundwater and to receiving waters, and that water quality standards and waste discharge requirements are met. Although groundwater dewatering may be required, dewatered groundwater would be discharged to the storm drain system, which discharges into Coyote Creek through the existing Katella Avenue storm drain system, rather than back into groundwater and would not affect groundwater quality.

During operation, pollutants of concern in runoff that could affect surface water quality would be removed by post-construction BMPs and filtered out through the soil as the storm water infiltrates. Additionally, as previously discussed, the project site is underlain by Bolsa loam, which has a relatively slow rate of water infiltration. Through the implementation of post-construction BMPs as specified in RCM-WQ-3, pollutants of concern that could infiltrate into the groundwater basin would be targeted and treated. In addition, RCM-WQ-4 would ensure that the post-construction BMPs on site are regularly maintained.

Adherence to Regulatory Compliance Measures RCM-WQ-1 through RCM-WQ-4 would prevent substantial impacts to surface water and groundwater quality through implementation and regular maintenance of construction and post-construction BMPs to target pollutants of concern in runoff from the project site. Therefore, with implementation of RCM-WQ-1 through RCM-WQ-4, impacts related to degradation of surface water and groundwater quality by discharge that affects the beneficial uses of the receiving or downstream waters would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required. Regulatory Compliance Measures RCM-WQ-1 through RCM-WQ-4 listed in Response 4.10(a) would be implemented to reduce impacts related to groundwater quality.

u) Would the project impact aquatic, wetland, or riparian habitat?

No Impact. The project site is currently developed and located in an urban area. As discussed further in Section 4.4, Biological Resources, no natural streams, federally protected wetlands, or riparian habitat are located on the project site. Coyote Creek, a downstream receiving water, is concrete-lined and does not provide aquatic, wetland, or riparian habitat. Therefore, development of the proposed project would not impact any aquatic, wetland, or riparian habitat. No mitigation is required.

v) Would the project include new or retrofitted stormwater treatment control Best Management Practices?

Less Than Significant Impact. There are no stormwater treatment control BMPs on site. As discussed in Response 4.10(a), the project would include implementation of post-construction BMPs to reduce impacts related to hydrology and water quality. These post-construction BMPs would not result in additional impacts not already evaluated throughout this IS/MND. The post-construction BMPs would be designed and routinely inspected and maintained to reduce impacts to water quality. Therefore, impacts related to BMPs would be less than significant, and no mitigation is required.

4.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Impact Analysis

a) Would the project physically divide an established community?

No Impact. The project site (APN 241-221-23) consists of a 9-acre parcel within the boundaries of the Specific Plan. In its existing condition, the 9-acre project site lacks pavement and is characterized by dirt roads connecting the Los Alamitos Race Course with the adjacent maintenance facility and stables, with scattered vegetation likely remaining from the Cypress Golf Course. The area surrounding the project site is developed with office, industrial, commercial, racetrack and church uses as allowed under the Specific Plan. The project site is primarily surrounded by residential, commercial, and recreational uses. Specifically, the property is surrounded by single-family residential uses to the north, horse riding and storage facilities associated with the Los Alamitos Race Course to the south and east, and commercial centers to the west and further to the south beyond the Race Course.

The project proposes a multi-use athletic field with shaded bleachers that would feature 2 adult multi-use fields or up to 6 youth multi-use fields,[33] play areas with an adjacent mural, an exercise station, picnic shelters, restrooms, two half-basketball courts, a walking path, a storage building, and associated landscaping and utility improvements. Implementation of the proposed project would include the installment of a new driveway along Cerritos Avenue that would align with Barbara Anne Street. With the exception of improvements along the driveways connecting to Lexington Drive and Cerritos Avenue, and connections to existing utility infrastructure in surrounding roadways, all project development would occur on the project site.

The proposed project would not divide or separate any existing land uses or neighborhoods. The neighboring residential communities are not immediately proximate to the project site and would not be impacted by the addition of the Barbara Anne Street driveway. All residential uses are separated from the project site by Cerritos Avenue. While the proposed project would introduce a new land use to the project site, the proposed park would not introduce an inconsistency with the existing uses in the neighborhood. Therefore, the proposed project would not result in the physical division of an established community, and no mitigation is required.

[33] A total of 6 youth multi-use fields is considered to be a conservative estimate; the park would likely feature 34 youth multi-use fields on any given day.

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

Less Than Significant Impact. The main documents regulating land use on the project site and immediate vicinity are the City's General Plan and Zoning Code and the Specific Plan. The proposed project's relationship to these planning documents is described below.

General Plan. The General Plan is comprehensive plan intended to guide the physical development of the City and it serves as a blueprint for future growth and development. As a blueprint for the future, the plan contains policies and programs designed to provide decision-makers with a solid basis for decisions related to land use and development.

Although the City's General Plan Land Use Element has not been formally amended to reflect the recent approval of the Cypress Town Center and Commons Specific Plan 2.0, the project site is within the Specific Plan. Specifically, the project site is within the Public Park District within the Specific Plan. Allowable land uses within the Public Park District include public parks and related and supporting improvements, facilities, and roadways.

Table 4.11.A provides a consistency analysis of the relevant goals and policies from the City's General Plan. In order to avoid repetition and focus on key issues, goals, policies, and implementation programs that are not relevant to the proposed project are not included in Table 4.11.A.

Cypress Town Center and Commons Specific Plan 2.0. The project site is within the boundaries of the Cypress Town Center and Commons Specific Plan 2.0 (Specific Plan; 2017), which was approved by a City-wide vote on June 5, 2018. The Specific Plan supersedes the Specific Plan that previously governed the project site, the Cypress Business & Professional Center Specific Plan (Approved April 17, 1990, Amended and Restated June 5, 2012). The Specific Plan Area is divided into six land use districts that will govern the design and development of a mixed-use, sustainable community. A critical component of the Specific Plan is approximately 20 acres of public park space that will be spread throughout the Specific Plan Area.

The Specific Plan does not contain any applicable goals or policies. The Specific Plan identifies the project site as the site of a future park; therefore, the proposed project is consistent with the Specific Plan.

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Land Use Element	
Goal LU-1: Create a well balanced land use pattern that accommodates existing and future needs for housing, commercial, industrial and open space/recreation uses, while providing adequate community services to City residents.	**Consistent.** The proposed project would develop a new park in an area of the City that is currently characterized by a mix of residential and commercial uses. Project implementation would contribute to a well-balanced land use pattern that accommodates the City's existing and future open space/recreation needs and provides community services to residents. Therefore, the proposed project would be consistent with Goal LU-1.
Policy LU-1.7: Where feasible, increase the amount and network of public and private open space and recreational facilities for active or passive recreation as well as for visual relief.	**Consistent.** Implementation of the proposed project would add acreage to the City's park system and provide a new public recreation facility. Therefore, the proposed project would be consistent with Policy LU-1.7.
Goal LU-2: Ensure that new development is compatible with surrounding land uses, the circulation network, availability of public facilities, and existing development constraints.	**Consistent.** The proposed project is consistent with the existing General Plan Land Use designation and zoning classification. As such, the proposed project has already been planned to be compatible with surrounding land uses and the City's circulation network. As discussed further in Section 4.15, Public Services, the proposed project would not have a significant impact on public facilities in light of existing development constraints. Therefore, the proposed project would be consistent with Goal LU-2.
Policy LU-2.4: Mitigate traffic congestion and unacceptable levels of noise, odors, dust, and light and glare which affect residential areas and sensitive receptors, where feasible.	**Consistent.** As discussed in Section 4.17, Transportation, the proposed project would not generate significant adverse impacts related to traffic and transportation. As discussed in Sections 4.1, Aesthetics, 4.3, Air Quality, and 4.13, Noise, sensitive receptors in adjacent residential neighborhoods would not experience unacceptable levels of noise, odors, dust, light, or glare as a result of project implementation. Therefore, the proposed project would be consistent with Policy LU-2.4.
Policy LU-3.1: Encourage and continue the use of redevelopment activities in the Civic Center project area, on Lincoln Avenue, and on the Los Alamitos Race Track and Cypress Golf Club.	**Consistent.** Although the Cypress Redevelopment Agency has been formally dissolved and redevelopment activities have ceased, the proposed project would facilitate the reuse of a portion of the existing Los Alamitos Race Track/former Cypress Golf Course. Therefore, the proposed project would be consistent with Policy LU-3.1.
Goal LU-5: Ensure that public facilities and services are available to accommodate development allowed under the General Plan and Zoning Ordinance.	**Consistent.** The proposed project is consistent with the City's General Plan and Zoning Ordinance. As discussed further in Section 4.15, Public Services, public facilities and services in the City of Cypress would not be significantly impacted by the proposed project. Project implementation would not disrupt or impair current fire, police, or education service levels and would not necessitate the expansion of any park, library, or other public service facilities. Therefore, the proposed project would be consistent with Goal LU-5.

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
Conservation/Open Space/Recreation Element	
Policy COSR-2.1: Enforce the Landmark Tree Ordinance that prohibits destroying or pruning landmark trees without a permit.	**Consistent.** The project site is listed in the City's Landmark Tree Inventory. As described in Section 4.4, Biological Resources, the remaining trees on the project site would be removed in compliance with the Landmark Tree Ordinance. Therefore, the proposed project would be consistent with Policy COSR-2.1.
Policy COSR-2.2: Prohibit the construction of any structure within 30 feet of any landmark tree.	**Consistent.** The proposed project would not construct any structures within 30 feet of a landmark tree. All on-site trees located near structures associated with the proposed park would be new trees installed as part of the Conceptual Landscaping Plan, which would be approved by the Director of the City of Cypress Community Development Department prior to the beginning of construction. Therefore, the proposed project would be consistent with Policy COSR-2.2.
Policy COSR-2.3: Provide for the consistent use of street trees along all sidewalks and property frontages.	**Consistent.** The proposed park would feature uniform landscaping and trees around the perimeter of the park site, and ornamental landscaping along all sidewalks around the project perimeter and within the proposed park. The property frontages, located at the Lexington Drive and Cerritos Avenue access driveways, would feature trees consistent with those along the perimeter adjoining the sidewalks. Therefore, the proposed project would be consistent with Policy COSR-2.3.
Policy COSR-5.2: Prior to development in previously undeveloped areas, require strict adherence to the CEQA guidelines for environmental documentation and mitigation measures where development will affect archaeological or paleontological resources.	**Consistent.** Refer to Mitigation Measures MM-CUL-1 and MM-GEO-1 and Regulatory Compliance Measure RCM-CUL-1. The proposed project has the potential to affect unknown archaeological and/or paleontological resources. The proposed project would adhere to CEQA guidelines for environmental documentation and mitigation measures where development could affect these resources. Mitigation Measures MM-CUL-1 and MM-GEO-1 and RCM-CUL-2 ensure project compliance with CEQA, the California Code of Regulations, the State Health and Safety Code, and the California Public Resources Code as they relate to archaeological and paleontological resources. Therefore, the proposed project would be consistent with Policy COSR-5.2.
Goal COSR-6: Provide recreational/park facilities and programs for all those who live and work in Cypress.	**Consistent.** The proposed project would increase park/open space acreage in the City by 9 acres. The park would include night lighting to support organized sports practices and games during the day and at nighttime. Primary users of the site are anticipated to be residents in the surrounding neighborhoods and participants in local sports leagues, but the park facilities would be accessible to Cypress residents and workers. Therefore, the proposed project would consistent with Goal COSR-6.
Policy COSR-6.1: Continue to require new developments to provide recreational opportunities for their residents in accordance with the City's park standard, three acres of parkland per 1,000 residents.	**Consistent.** The proposed project would increase the City's total park/recreational acreage by 9 acres. Given the City's 2019 population of 49,833, the City should provide 149.5 acres of park space. Therefore, the City currently has a deficiency of approximately 64.6 acres. The addition of the 9-acre park in the City would reduce the deficiency to

Table 4.11.A: General Plan Consistency Analysis

Relevant General Plan Goals/Policies	Consistency Analysis
	approximately 55.9 acres. The proposed project would assist the City in meeting their parkland standard and would therefore be consistent with Policy COSR-6.1.
Policy COSR-6.4: Where feasible, community, neighborhood and mini-parks should be located adjacent to school sites, but the prime locational criterion will be how well local neighborhoods are served.	**Consistent.** The proposed project site is located 0.25 mile from Grace Christian School and is adjacent to several preschools located across Cerritos Avenue in the residential neighborhoods. The proposed park would serve the adjoining residential neighborhoods, which currently do not contain a sports park or a park comparable to the proposed project's size or offered amenities in the vicinity. Therefore, the proposed project would be consistent with Policy COSR-6.4.
Policy COSR-6.5: Design new and renovated parks for convenient and accessible use by the handicapped, elderly, and otherwise less mobile persons within the community.	**Consistent.** The proposed project includes seven accessible parking spaces, ramps, and a paved unloading zone that is at-grade to the picnic shelters, play areas, and multi-use fields. The proposed park would be convenient and accessible for disabled, elderly, and mobility challenged users. Therefore, the proposed project would be consistent with Policy COSR-6.5.
Policy COSR-7.5: Ensure that parks and recreation facilities are developed with facilities appropriate to all ages, including athletic fields, active play areas, passive open space, tot lots and picnic areas.	**Consistent.** The proposed project would develop the project site with a variety of recreational amenities, including multi-use artificial turf fields, a children's play area, a tot play area, exercise stations, picnic tables, a walking path, and half-court basketball court. Therefore, the project implementation would result in park facilities that are appropriate to all ages, and the proposed project would be consistent with Policy COSR-7.5.

Source: City of Cypress General Plan (2001).

Zoning Ordinance. The City's Zoning Ordinance the primary implementation tool for its General Plan Land Use Element (2001) and the goals and policies therein. For this reason, the Zoning Map must be consistent with the General Plan Land Use Map. The Land Use Map indicates the general location and extent of future land use in Cypress. The Zoning Ordinance, which includes the Zoning Map, contains more detailed information about permitted land uses, building intensities, and required development standards.

The Cypress Town Center and Commons Specific Plan 2.0 (2017) is the regulatory plan that constitutes the zoning for the project site. The project site currently has the zoning designation Public Park District, which is consistent with the proposed project's intended recreational uses. The Public Park District zoning designation sets aside 17 acres of land located in two parcels in the northern portion of the Specific Plan Area to be developed with public parks and related and supporting improvements, facilities, and roadways. The Public Park District zoning designation is consistent with the General Plan land use designation.

The project does not propose any amendments to the City's General Plan, the Specific Plan, or the City's Zoning Ordinance.

Parking Requirements. The proposed project would be consistent with the City's parking requirements (refer to Article 2 Section 8.070 in the City's Municipal Code). The project would require a minimum of 99 parking spaces.

As discussed in Section 2.2.2.4, Access and Parking, up to 242 parking spaces would be provided along the west, north, and east perimeters of the project site, surrounding the multi-use fields and various recreation areas. Seven of these parking spaces would be designated Americans with Disabilities Act of 1980 (ADA)-accessible parking spaces located immediately adjacent to the eastern and western sides of the multi-use field. The proposed project would also provide bike racks.

The total number of parking spaces provided by the proposed project exceeds the 99 total parking spaces required by Article 2 Section 8.070 of the City's Municipal Code. Therefore, the proposed project would be consistent with the parking requirements outlined in the City's Municipal Code.
Summary. Approval of the proposed project would not introduce any inconsistences with the City's General Plan and Municipal Code. Therefore, the proposed project would result in less than significant impacts related to conflicts with any land use plan, policy, or regulation adopted for the purposed of avoiding or mitigating and environmental effect. No mitigation is required.

4.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Analysis

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

No Impact. In 1975, the California Legislature enacted the Surface Mining and Reclamation Act (SMARA), which, among other things, provided guidelines for the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZs):

- **MRZ-1**: An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2**: An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- **MRZ-3**: An area containing mineral deposits, the significance of which cannot be evaluated.
- **MRZ-4**: An area where available information is inadequate for assignment to any other MRZ zone.

Of the four categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicates that significant measured or indicated resources are present. MRZ-2 areas are designated by the State of California Mining and Geology Board as being "regionally significant." Such designations require that a Lead Agency's land use decisions involving designated areas are to be made in accordance with its mineral resource management policies and that it consider the importance of the mineral resource to the region or the State as a whole, not just to the Lead Agency's jurisdiction.

The project site has been classified by the California Division of Mines and Geology (CDMG) as MRZ-4, indicating that the project site is in an area where information is inadequate for assignment

to any other mineral resource zone.[34] The City is not within the proximity of any MRZ-2 zones, and is surrounded by an MRZ-1 zone, indicating the absence of significant mineral deposits in the area.[35] Furthermore, according to the City's General Plan Conservation/Open Space/Recreation Element (2001), there are no mineral resources as defined by the CDMG within the City. Therefore, no significant impacts related the loss of availability of a known mineral resource that would be of value to the region and to the residents of the State would result from project implementation, and no mitigation is required.

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

No Impact. As stated above, no known valuable mineral resources exist on or near the project site. In addition, the project site is not identified on a local General Plan, Specific Plan, or other land use plan as the location of a locally important mineral resource. Therefore, no significant impacts related to mineral resources would result from project implementation, and no mitigation is required.

[34] California Department of Conservation Division of Mines and Geology. 1981. Mineral Land Classification Map. Los Alamitos Quadrangle. Special Report 143, Plate 3.17.

[35] Ibid.

4.13 NOISE

	Potentially Significant Impact	Less Than Significant 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 local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
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 2 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?	☐	☐	☒	☐

Discussion

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; and similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements that better represent human sensitivity to sound at night.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq}, the community noise equivalent level (CNEL), and the day-night average level (L_{dn}) based dBA. CNEL is the time varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the

evening relaxation hours. CNEL and L_{dn} are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

A project would have a significant noise effect if it would substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of applicable regulatory agencies, including, as appropriate, the City of Cypress.

The City of Cypress addresses noise in the Noise Element (2001) of the General Plan and in the Municipal Code. The Noise Element provides the City's goals and policies related to noise, which work to reduce noise impacts from transportation noise sources, incorporate noise considerations into land use planning decisions, minimize noise spillover from commercial uses into nearby residential neighborhoods, and control non-transportation noise impacts. The noise standards specified in Table N-3 of the City's General Plan Noise Element (shown in Table 4.13.A of this document) are used as a guideline to evaluate the acceptable limits of noise for various land uses. The City's noise standards require that exterior active use areas not exceed 60 dBA CNEL for outdoor living areas associated with single family residential land uses and 45 dBA CNEL for interior areas of single family residences, hotels, and movie theaters. Other short-term and long-term noise impacts (e.g., construction activities or on-site stationary sources) are regulated by the noise ordinance.

Table 4.13.A: Interior and Exterior Noise Standards

Land Use Categories		CNEL	
Categories	**Uses**	**Interior**[1]	**Exterior**[2]
Residential	Single-Family, Duplex, Multi-Family	45[3]–55	50–60
	Mobile Home	45	65[4]
Commercial, Industrial, Institutional	Hotel, Motel, Transient Lodging	45	--
	Commercial Retail, Bank Restaurant	55	--
	Office Building, Research and Development, Professional Offices, City Office Building	50	--
	Amphitheater, Concert Hall, Auditorium, Meeting Hall	45	--
	Gymnasium (Multipurpose)	50	--
	Sports Club	55	--
	Manufacturing, Warehousing, Wholesale, Utilities	65	--
	Movie Theaters	45	--
Institutional	Hospital, Schools' Classrooms	45	65
	Church Library	45	--
Open Space	Parks	--	65

Source: City of Cypress Noise Element of the General Plan (2001).

[1] Indoor environment including: bedrooms, living areas, bathroom, toilets, closets, and corridors.

[2] Outdoor environment limited to: private yard of single-family, multi-family private patio, or balcony which is served by a means of exit from inside the dwelling, balconies 6 ft deep or less are exempt, mobile home park, park's picnic area, and school's playground.

[3] Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of the Uniform Building Code (UBC).

[4] Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL.

In addition, Sections 13-68 and 13-68 of the City's Municipal Code establish daytime and nighttime exterior and interior noise standards that apply to residential property within a designated noise zone to protect people from non-transportation noise sources such as music, machinery and pumps, and air conditioners. Table 4.13.B shows the City's exterior noise standard, and Table 4.13.C shows the City's daytime and nighttime interior noise standards. The City's Municipal Code states that all single and multi-family residential properties zoned RS-15000 or RS-6000 are categorized as Noise Zone 1, and all residential properties not in Noise Zone 1 are in Noise Zone 2.

Table 4.13.B: Exterior Noise Standards

Noise Zone	Time Period	L_{50} (30 min)	L_{25} (15 min)	L_8 (5 min)	L_2 (1 min)	L_{max} (Anytime)
1	7:00 a.m.–10:00 p.m. (daytime)	55	60	65	70	75
	10:00 p.m.–7:00 a.m. (nighttime)	50	55	60	65	70
2	7:00 a.m.–10:00 p.m. (daytime)	60	65	70	75	80
	10:00 p.m.–7:00 a.m. (nighttime)	55	60	65	70	75

Source: City of Cypress (2019).

Notes: (a) The noise standards in Table 4.13.B, unless otherwise specifically indicated, shall apply to all residential property within a designated noise zone. In the event the alleged offensive noise consists of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by 5 dBA.

(b) In the event the ambient noise levels exceed any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

dBA = A-weighted decibels
L_{max} = maximum instantaneous noise level
L_{eq} = equivalent continuous sound level
min = minute(s)

Table 4.13.C: Interior Noise Standards

Noise Zone	Time Period	L_8 (5 min)	L_2 (1 min)	L_{max} (Anytime)
1 and 2	7:00 a.m.–10: 00 p.m. (daytime)	55	60	65
	10:00 p.m.–7:00 a.m. (nighttime)	45	50	55

Source: City of Cypress (2019).

dBA = A-weighted decibels
L_{max} = maximum instantaneous noise level
L_{eq} = equivalent continuous sound level
min = minute(s)

In addition, the City's Municipal Code states that noise sources associated with construction, repair, remodeling or grading of any real property, shall be exempt from the City's noise standards, provided activities do not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, before 9:00 a.m. and after 8:00 p.m. on Saturday, or at any time on Sunday or a federal holiday.

Certain land uses are considered more sensitive to noise than others are. Examples of these land uses include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project site is surrounded by a variety of residential and commercial uses. Specifically, a single-family neighborhood is located to the north, commercial/community facilities are to the

west, and facilities associated with the horse stables and Los Alamitos Race Course are to the south and east. The City does not have standards for recreational or animal stable facilities; therefore, the closest existing sensitive receptors are single-family residences and the Cypress Early Learning Center preschool across Cerritos Avenue, approximately 120 ft north of the project site boundary. The single-family residences are zoned RS-6000 and are, therefore, subject to Noise Zone 1 standards.

To assess existing noise levels, LSA conducted noise monitoring to establish the existing ambient noise environment at the project site. Four short-term (20-minute) noise measurements were conducted in the project site vicinity on July 11, 2019. Noise measurement data that were collected during the noise monitoring are summarized in Table 4.13.D. As shown in Table 4.13.D, the short-term noise measurements indicate that ambient noise in the project site vicinity ranges from approximately 56.7 dBA to 69.5 dBA L_{eq}. Vehicle traffic on Lexington Drive and Cerritos Avenue was reported as the primary noise source. The meteorological data conditions at the time of the noise monitoring are shown in Table 4.13.E. Noise measurement sheets are provided in Appendix F of this IS/MND.

Table 4.13.D: Short-Term Ambient Noise Monitoring Results, dBA

Location Number	Location Description	Start Time	L_{eq}[a]	L_{max}[b]	L_{min}[c]	Primary Noise Sources
ST-1	At southwest entrance to site, 15 feet east of Lexington Drive, between Corporate Center Drive and Cerritos Avenue	10:25 a.m.	62.3	78.5	44.7	Traffic on Lexington Drive
ST-2	On mound south of Cerritos Avenue, approximately 130 feet south of the edge of Cerritos Avenue, between Lexington Drive and Barbara Anne Street	11:01 a.m.	56.7	73.5	45.5	Traffic on Cerritos Avenue
ST-3	On berm approximately 25 feet south of Cerritos Avenue in the northwest corner of the site, between Lexington Drive and Barbara Anne Street	11:49 a.m.	68.0	85.4	48.8	Traffic on Cerritos Avenue and Lexington Drive
ST-4	On sidewalk along north side of Cerritos Avenue, near 10499 Jeanine Lane, 5 feet from wall and 20 feet from edge of outer lane	12:27 p.m.	69.5	87.1	46.9	Traffic on Cerritos Avenue

Source: LSA (July 2019).

[a] L_{eq} represents the average of the sound energy occurring over the measurement time period for the short-term noise measurements.

[b] L_{max} is the highest sound level measured during the measurement time period.

[c] L_{min} is the lowest sound level measured during the measurement time period.

Table 4.13.E: Meteorological Conditions During Ambient Noise Monitoring

Location Number	Average Wind Speed (mph)	Maximum Wind Speed (mph)	Temperature (˚F)	Humidity (%)
ST-1	1.5	5.1	80.0	60.5
ST-2	2.6	6.7	80.0	62.0
ST-3	5.1	11.5	78.5	59.6
ST-4	2.1	5.7	79.0	61.3

Source: LSA (July 2019).

Impact Analysis

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant with Mitigation Incorporated.

Short-Term (Construction) Noise Impacts. Project construction would result in short-term noise impacts on the nearby sensitive receptors. Maximum construction noise would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase of construction. The level and types of noise impacts that would occur during construction are described below.

Short-term noise impacts would occur during grading and site preparation activities. Table 4.13.F lists typical construction equipment noise levels (L_{max}) recommended for noise impact assessments, based on a distance of 50 ft between the equipment and a noise receptor, obtained from the Federal Highway Administration (FHWA) Roadway Construction Noise Model. Construction-related short-term noise levels would be higher than existing ambient noise levels in the vicinity of the project site but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during construction of the proposed project. The first type involves construction crew commutes and the transport of construction equipment and materials to the site, which would incrementally increase noise levels on roads leading to the site. As shown in Table 4.13.F, there would be a relatively high single-event noise exposure potential at a maximum level of 84 dBA L_{max} with trucks passing at 50 ft.

The second type of short-term noise impact is related to noise generated during grading and construction on the project site. Construction is performed in discrete steps, or phases, each with its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Table 4.13.F lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 ft between the equipment and a noise receptor. Typical maximum noise levels range up to 87 dBA L_{max} at 50 ft during the noisiest construction phases. The site preparation phase, including excavation and grading of the site, tends to generate the highest noise levels because earthmoving machinery is the noisiest construction equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

Table 4.13.F: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor (%)	Maximum Noise Level (L_{max}) at 50 Feet[1]
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Pick-up Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Welder	40	73

Source: Roadway Construction Noise Model (FHWA 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.
[1] Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.
L_{max} = maximum instantaneous sound level

As discussed in the Project Description, the proposed project is anticipated to take approximately 15 months, beginning in early 2020 and ending in mid-2021. Demolition, grading, and building activities would involve the use of standard earthmoving equipment such as loaders, bulldozers, cranes, and other related equipment. Specific construction fleet activities are not yet known; therefore, this analysis assumes that a dump truck and scraper would be operating simultaneously during construction of the proposed multi-use field and parking lot. Based on the typical construction equipment noise levels shown in Table 4.13.F, noise levels associated with a dump truck and scraper operating simultaneously would be approximately 87 dBA L_{max} at 50 ft.

As noted above, the closest sensitive receptors to the proposed project include the single-family residences and the Cypress Early Learning Center preschool across Cerritos Avenue, approximately 120 ft north of the project site boundary. The single-family residences' rear yards face the Cerrito Avenue and the residences are shielded by a 6 ft concrete masonry unit wall. The construction footprint for the proposed multi-use field would be approximately 260 ft from the nearest single-family residential property line and the preschool property line. The construction footprint for the proposed parking lot would be approximately 150 ft from the nearest single-family residential property line and the preschool property line.

At 150 ft, there would be a decrease of approximately 10 dBA due to distance attenuation compared to the noise level measured at 50 ft from the active construction area. Therefore, the closest sensitive receptor may be subject to short-term maximum construction noise reaching 77 dBA L_{max} during construction. However, construction equipment would operate at various locations within the 9-acre project site and would only generate this maximum noise level when operations occur closest to the receptor.

Construction noise is permitted by the City of Cypress when activities occur between the hours of 7:00 a.m. and 8:00 p.m. Monday through Friday and between the hours of 9:00 a.m. and 8:00 p.m. on Saturdays. Construction is prohibited on Sundays and federal holidays. Mitigation Measure NOI-1 would be required to limit construction activities to the permitted hours and would reduce potential construction period noise impacts for the indicated sensitive receptors to a less-than-significant level.

Mitigation Measure:

MM-NOI-1 The project contractor shall implement the following measures during construction of the project:

- Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project site.
- Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all construction activities.
- Ensure that all general construction related activities are restricted to between the hours of 7:00 a.m. and 8:00 p.m. Monday through Friday and between the hours of 9:00 a.m. and 8:00 p.m. on Saturdays. Construction shall be prohibited on Sundays and federal holidays.
- Designate a "disturbance coordinator" at the City who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would determine and implement reasonable measures warranted to correct the problem.

Implementation of Mitigation Measure MM-NOI-1 would limit construction hours and require the construction contractor to implement noise reducing measures during construction, which would reduce short-term construction noise impacts to a level of less than significant with mitigation.

Operational Noise Impacts. The project would generate long-term noise impacts from both traffic and stationary noise sources, as discussed below.

Traffic Noise Impacts. Motor vehicles with their distinctive noise characteristics are the dominant noise source in the project vicinity. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Implementation of the proposed project would result in new daily trips on local roadways in the project site vicinity. A characteristic of sound is that a doubling of a noise source is required in order to result in a perceptible (3 dBA or greater) increase in the resulting noise level.

As identified in the project's Traffic Impact Analysis, the proposed project would generate approximately 428 average daily trips, with approximately 6 trips occurring in the AM peak hour and approximately 99 trips occurring in the PM peak hour.[36] The adjacent Cerritos Avenue carries approximately 49,460 average daily trips. Project trips would represent a small increase in noise level, approximately 0.04 dBA CNEL based on the following equation:

$$Change\ in\ (dBA) = 10 * \log_{10}\left(\frac{Current\ Volume}{\text{Future Volume}}\right)$$

Therefore, project daily trips would not result in a perceptible noise increase (i.e., at least 3 dBA) along any roadway segment in the project vicinity and therefore, would be less than significant.

Stationary Noise Impacts. The proposed project would include a park that would contain a multi-use field with shaded bleachers that would house 2 adult multi-use fields or up to 6 youth multi-use fields, play areas with an adjacent mural, an exercise station, a picnic area, restrooms, two half-basketball courts, a walking path, and associated landscaping, which could result in an increase in ambient noise levels in the vicinity of the project site associated with outdoor play, spectator, and parking lot noise.

Outdoor Sports Facilities. Implementation of the proposed project could result in an increase in ambient noise levels in the vicinity of the project site associated with the multi-use field, play areas, exercise station, and basketball courts. Outdoor activity typically generates maximum noise levels of 70 dBA L_{max} at 50 ft.

The closest sensitive receptors to outdoor activity areas include the single-family residences and Cypress Early Learning Center preschool across Cerritos Avenue, approximately 120 ft north of the project site boundary. The construction footprint for the proposed multi-use field and exercise station would be approximately 260 ft from the nearest single-family residential property line and the preschool property line. At 260 ft, there would be a decrease of approximately 14 dBA due to distance attenuation from the baseline noise level of 70 dBA L_{max} at 50 ft. Therefore, the closest sensitive receptors would be exposed to a maximum noise level of approximately 54 dBA L_{max}. This noise level would not exceed the City's daytime (7:00 a.m. to 10:00 p.m.) exterior noise level standard of 75 dBA L_{max} for Noise Zone 1. The proposed project would not be operational between 10:00 p.m. and 7:00 a.m.; therefore, the City's nighttime (10:00 p.m. to 7:00 a.m.) exterior noise level standard of 70 dBA L_{max} for Noise Zone 1 would also not be exceeded. In addition, due to the intermittent nature of outdoor play noise, when

[36] LSA, 2019. *City of Cypress Sports Park Traffic Impact Analysis*. July 26.

averaged over a 30-minute period, this noise level would also be below the City's daytime standard of 55 dBA L_{50} and nighttime standard of 50 dBA L_{50}.

In addition, as noted in Table 4.13.D, short-term noise measurements (ST-4) determined that noise levels at the nearest sensitive receptors are approximately 69.5 dBA L_{eq}, 87.1 dBA L_{max}, and 46.9 dBA L_{min}, with the primary noise source being reported as vehicle traffic on Cerritos Avenue. Noise levels associated with outdoor sports activities would not be greater than existing noise sources in the project vicinity and would not perceptibly increase the noise levels. Therefore, the proposed project would not result in substantial increases in noise at noise sensitive land uses due to distance attenuation and this impact would be less than significant.

Spectator Noise. In addition, the proposed project would generate spectator noise, such as cheering and whistling, while games are occurring. Based on reference noise measurements conducted by LSA, noise levels associated with spectator noise while games are occurring are approximately 88 dBA L_{max} and 70 dBA L_{eq} at 8 ft. The proposed project would include bleachers at the proposed multi-use field. The closest sensitive receptors to the bleachers include the single-family residences and Cypress Early Learning Center preschool across Cerritos Avenue, approximately 400 ft from the proposed bleachers. At 400 ft, there would be a minimum of 34 dBA reduction in noise levels due to distance attenuation from the baseline noise level of 88 dBA L_{max} at 10 ft. Spectator noise could also occur along the northern edge of the multi-use fields, which is approximately 240 ft from the single-family residences and the Cypress Early Learning Center preschool across Cerritos Avenue. At 240 ft, there would be a minimum of 28 dBA reduction in noise levels due to distance attenuation. The resulting noise levels would be 60 dBA L_{max} and 42 L_{eq}, which would still be below the City's standards. Therefore, maximum noise levels generated by spectators at the closest sensitive receptors would be approximately 60 dBA L_{max} and 42 dBA L_{eq}. This noise level would not exceed the City's daytime (7:00 a.m. to 10:00 p.m.) exterior noise level standard of 75 dBA L_{max}. The proposed project would not be operational between 10:00 p.m. and 7:00 a.m., therefore the City's nighttime (10:00 p.m. to 7:00 a.m.) exterior noise level standard of 70 dBA L_{max} would not be exceeded. In addition, due to the intermittent nature of spectator noise, when averaged over a 30-minute period, this noise level would also be below the City's daytime standard of 55 dBA L_{50} and nighttime standard of 50 dBA L_{50}.

In addition, based on the short-term noise measurements (ST-4), noise levels associated with spectator noise would not be greater than existing noise sources in the project vicinity and would not perceptibly increase the noise levels. Therefore, the proposed project would not result in substantial increases in noise at noise sensitive land uses due to distance attenuation and this impact would be less than significant.

Parking Lot Noise. Parking lot noise on the site and on nearby streets (including engine sounds, car doors slamming, car alarms, loud music, and people conversing) would occur as a result of the proposed project. Typical parking lot activities, such as people conversing or doors slamming, generates approximately 60 dBA to 70 dBA L_{max} at 50 ft.

The closest sensitive receptors to the proposed parking lot include the single-family residences and Cypress Early Learning Center preschool across Cerritos Avenue, approximately 150 ft from the proposed parking lot. At 150 ft, there would be a 10 dBA decrease in noise levels due to distance from the baseline noise level of 60 dBA to 70 dBA L_{max} at 50 ft. Therefore, maximum noise levels generated by parking lot activities at the closest sensitive receptors would be approximately 50 dBA to 60 dBA L_{max}. This noise level would not exceed the City's daytime (7:00 a.m. to 10:00 p.m.) exterior noise level standard of 75 dBA L_{max}. The proposed project would not be operational between 10:00 p.m. and 7:00 a.m., therefore the City's nighttime (10:00 p.m. to 7:00 a.m.) exterior noise level standard of 70 dBA L_{max} would not be exceeded. In addition, due to the intermittent nature of parking lot noise, when averaged over a 1-minute period, this noise level would also be below the City's daytime standard of 70 dBA L_2 and nighttime standard of 65 dBA L_2.

In addition, based on the short-term noise measurements (ST-4), noise levels associated with parking lot noise would not be greater than existing noise sources in the project vicinity and would not perceptibly increase the noise levels. Therefore, the proposed project would not result in substantial increases in noise at noise sensitive land uses due to distance attenuation and this impact would be less than significant.

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant with Mitigation Incorporated. Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Vibration energy propagates from a source, through intervening soil and rock layers, to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by the occupants as the motion of building surfaces, rattling of items on shelves or hanging on walls, or as a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

Typical sources of groundborne vibration are construction activities (e.g., pavement breaking and operating heavy-duty earthmoving equipment), and occasional traffic on rough roads. In general, groundborne vibration from standard construction practices is only a potential issue when within 25 ft of sensitive uses. Groundborne vibration levels from construction activities very rarely reach levels that can damage structures; however, these levels are perceptible near the active construction site. With the exception of old buildings built prior to the 1950s or buildings of historic significance, potential structural damage from heavy construction activities rarely occurs. When roadways are smooth, vibration from traffic (even heavy trucks) is rarely perceptible.

The streets surrounding the project site are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is, therefore, assumed that no such vehicular vibration impacts would occur and,

therefore, no vibration impact analysis of on-road vehicles is necessary. Therefore, once constructed, the proposed project would not contain uses that would generate groundborne vibration. This impact would be less than significant.

Construction Vibration. Construction of the proposed project could result in the generation of groundborne vibration. This construction vibration impact analysis discusses the level of human annoyance using vibration levels in VdB and will assess the potential for building damages using vibration levels in PPV (in/sec) because vibration levels calculated in RMS are best for characterizing human response to building vibration, while vibration level in PPV is best used to characterize potential for damage. The Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment Manual* (2018) guidelines indicate that a vibration level up to 102 VdB (an equivalent to 0.5 in/sec in PPV) is considered safe for buildings consisting of reinforced concrete, steel, or timber (no plaster), and would not result in any construction vibration damage. For a non-engineered timber and masonry building, the construction vibration damage criterion is 94 VdB (0.2 in/sec in PPV).

Table 4.13.G shows the PPV and VdB values at 25 ft from a construction vibration source. As shown in Table 4.13.G, bulldozers and other heavy-tracked construction equipment (except for pile drivers and vibratory rollers) generate approximately 87 VdB of groundborne vibration when measured at 25 ft, based on the *Transit Noise and Vibration Impact Assessment Manual* (2018). At this level, groundborne vibration would result in potential annoyance to residents and workers, but would not cause any damage to the buildings. Construction vibration, similar to vibration from other sources, would not have any significant effects on outdoor activities (e.g., those outside of residences and commercial/office buildings in the project vicinity). Outdoor site preparation for the proposed project is expected to include the use of bulldozers and loaded trucks. The greatest levels of vibration are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels.

Table 4.13.G: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV/L_V at 25 feet	
	PPV (in/sec)	L_V (VdB)[a]
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Sources: *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018).
[a] RMS vibration velocity in decibels (VdB) is 1 µin/sec.
µin/sec = micro-inches per second
FTA = Federal Transit Administration
in/sec = inches per second
L_V = velocity in decibels
PPV = peak particle velocity
RMS = root-mean-square
VdB = vibration velocity decibels

The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts occur normally within the buildings. The formula for vibration transmission is provided below.

$$L_vdB\ (D) = L_vdB\ (25\ ft) - 30\ Log\ (D/25)$$
$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

For typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 87 VdB at 25 ft. As discussed earlier, the project site is surrounded by a variety of residential and commercial uses. Specifically, a single-family neighborhood is located to the north, commercial/community facilities to the west, and facilities associated with the horse stables and Los Alamitos Race Course to the south and east.

Based on distance attenuation, groundborne vibration levels associated with heavy construction equipment would exceed the FTA threshold of 94 VdB (0.2 in/sec PPV) for building damage when heavy construction equipment is used within 15 ft of existing structures. Facilities associated with the horse stables and Los Alamitos Race Course are located within 15 ft of the project site boundary. Therefore, implementation of Mitigation Measure NOI-2 would be required to increase the distance between the heavy construction equipment and the surrounding structures to a minimum of 15 ft.

Mitigation Measure:

MM-NOI-2 The use of heavy construction equipment within 15 feet of existing structures shall be prohibited.

Implementation of Mitigation Measure NOI-2, would ensure that construction vibration level would be below the FTA threshold of 94 VdB (0.2 in/sec PPV) for building damage. Although construction vibration levels at nearby buildings would have the potential to result in annoyance, these vibration levels would no longer occur once construction of the project is completed. Therefore, groundborne vibration impacts from construction activities associated with the proposed project would be considered less than significant with mitigation.

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 2 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?

Less Than Significant Impact. The closest airport to the project site is the JFTB Los Alamitos, located approximately 1 mile south of the project site. In addition, John Wayne Airport is located approximately 14 miles southeast of the project site. The project site is not located within the 55 dBA CNEL noise contours for either of these airports. Although aircraft-related noise may be audible on the project site, the proposed project would not expose people residing or working in the project site to excessive noise levels due to the proximity of a public airport. This impact would be less than significant, and no mitigation is required.

4.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant 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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact Analysis

a) Would the project 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)?

No Impact. The proposed project will redevelop the 9-acre site with a 6-acre park consisting of a multi-use athletic field with shaded bleachers that would feature multi-use sports fields, play areas with an adjacent mural, an exercise station, picnic shelters, restrooms, two half-basketball courts, a walking path, a storage building, and associated landscaping and utility improvements.

The proposed project does not include the construction of any new residences or businesses that would introduce new residents or visitors to the project area. It is anticipated that most of the proposed park's users would be members of the existing local population. Therefore, no impacts related to population growth would occur, and no mitigation is required.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The proposed project would redevelop the project site with a park that would allow for various recreational uses. In its existing condition, the project site is characterized by ancillary facilities associated with the Los Alamitos Race Course and does not contain any existing housing. Therefore, the proposed project would not result in an impact related to the displacement of people or housing necessitating the construction of replacement housing elsewhere, and no mitigation is required.

4.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☐	☒

Impact Analysis

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for *fire protection*?

Less Than Significant Impact. The City contracts with the OCFA for fire protection and paramedic services. The OCFA is a Joint Powers Authority responsible for reducing loss of life and property due to fire, medical, and environmental emergencies. It is also a regional fire service agency that serves 24 other cities in the County and all unincorporated areas in the County. The OCFA provides fire protection services to 1.7 million residents from its 71 fire stations located throughout the County. In addition, OCFA Reserve Firefighters operate 10 stations throughout the County.[37]

The City is located in the service area of Division VII, that includes Battalion 8, which serves the Cities of Cypress, Buena Park, La Palma, and Stanton.[38] The City has two fire stations, Station 12 and Station 17, within its jurisdiction. OCFA Fire Station No. 17 is located at 4991 Cerritos Avenue, approximately 0.35 mile north of the project site. Fire Station No. 17 would be the first to the project site in the event of an emergency and is staffed by 6 captains, 6 engineers, and 15 firefighters. Fire Station No. 17 includes a fire engine, a fire truck, and a paramedic engine.

OCFA's goal is to have the first responding company for a fire reach the emergency scene 80 percent of the time within 7 minutes and 20 seconds and to respond to 80 percent of calls for

[37] Orange County Fire Authority. About Us. Website: https://www.ocfa.org/AboutUs/AboutOCFA.aspx (accessed July 2, 2019).

[38] City of Cypress. 2015. *Barton Place Final Environmental Impact Report*. October.

paramedics within 10 minutes (from receipt of the call to arriving on the scene of the call).[39] In 2014, the OCFA responded to 45 fires, 1,981 emergency medical service calls, and 623 other incidents in the City of Cypress.[40]

According to the Statewide CAL FIRE Map, the project site is not designated as a Very High Fire Hazard Severity Zone (VHFHSZ).[41] In addition, due to the nature of the project as a park use, the project is not anticipated to substantially increase calls for service.

The proposed project would comply with all Fire Department access requirements and California Fire Code requirements. Emergency access to the project site would be provided via driveways on Cerritos Avenue and Lexington Drive. The proposed Barbara Anne Street driveway off Cerritos Avenue would also provide improved fire access to the project site. In addition, as discussed in Section 4.16, Transportation/Traffic, the proposed project would not result in a significant traffic impact to any study area intersections. Therefore, the proposed project would not impair emergency response vehicles, and average response times in the area would remain within acceptable response time limits. Impacts to fire protection services would be less than significant as a result of project implementation. Furthermore, the project would not require the development of new public facilities for fire protection. No mitigation is required.

b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for *police protection*?

Less Than Significant Impact. The Cypress Police Department (CPD) provides police protection services throughout the City. The CPD station is located at 5275 Orange Avenue, approximately 1.21 mile northwest of the project site. The CPD maintains a patrol bureau, a traffic safety team, a mobile command unit, K-9 teams, and a SWAT team.[42] The police department staffs a total of 73 sworn and non-sworn personnel and consists of the three divisions: Administration, Field Operations, and Investigations.[43] The Field Operations Division responded to 38,651 total calls for service in 2016.

West Cities Police Communications Center (West-Comm) is a consolidated police communications center formed by a Joint Powers Authority (JPA) between the Cities of Cypress, Los Alamitos, and Seal Beach. West-Comm serves a combined population of approximately 90,000 people and

39 City of Cypress. 2015. *Barton Place Final Environmental Impact Report*. October.
40 Ibid.
41 California Department of Forestry and Fire Protection (CAL FIRE). Fire Hazard Severity Viewer. Website: https://egis.fire.ca.gov/FHSZ/ (accessed July 2, 2019).
42 City of Cypress. Police Department Operations. Website: https://www.cypressca.org/government/departments/police/inside-cypress-pd/operations (accessed July 2, 2019).
43 City of Cypress Annual Budget. Fiscal Year 2017–2018.

receives approximately 100,000 calls for service annually.[44] Response times are calculated from time of dispatch to first officer on the scene. In 2016, the CPD responded to 36,892 calls for service, including 21,380 emergency calls and 15,512 officer-initiated calls.[45] During the 2017–2018 fiscal year, the average response time (dispatch to arrival) for Priority 1 calls was three minutes and 27 seconds.[46]

Although the proposed project would result in an increase of visitors/users on site as compared to existing conditions, the project would not introduce new residents due the nature of the project as a park use. In addition, visitors to the proposed park are anticipated to be members of the existing population residing near the project site. As such, the project is not anticipated to result in a significant increase in the demand for police services nor would the project affect emergency response times. Impacts to police protection services would be less than significant, and no mitigation is required.

c) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

No Impact. The City is served by the Cypress School District and the Anaheim Union High School District. The Cypress School District (District) serves the City's kindergarten through sixth-grade students. Anaheim Union High School District (AUHSD) serves the City's junior high and high school students (grades 7 through 12).

The District currently operates six elementary schools; five are located within Cypress and one is located within the City of La Palma. The District's 2018–2019 enrollment was approximately 3,923.[47] In addition, all of the District's schools offer on-site privately owned childcare and preschool services. The AUHSD encompasses 46 square miles and has schools in the Cities of Anaheim, Cypress, Buena Park, La Palma, and Stanton. AUHSD is comprised of 10 junior high and 12 high schools. AUHSD's enrollment totaled 30,292 students in the 2018-2019 school year.[48]

As discussed in Section 4.14, Population and Housing, the proposed project does not include any residential uses and would not increase the City's population. As such, the project would not generate an increased demand for school facilities, or require the construction of school facilities.

---

44 City of Cypress. Police. *Operations*. Website: https://www.cypressca.org/government/departments/police/inside-cypress-pd/operations (accessed July 31, 2019).

45 Cypress Police Department. 2016 Calls for Service. Website: https://www.cypressca.org/home/showdocument?id=3570 (accessed July 31, 2019).

46 City of Cypress Annual Budget. Fiscal Year 2017-2018.

47 California Department of Education. DataQuest. Enrollment Data 2016-2017. Website: https://dq.cde.ca.gov/dataquest/ (accessed July 10, 2019).

48 Ibid.

Therefore, there would be no impacts on school services and facilities as a result of project implementation, and no mitigation is required.

d) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

Less than Significant Impact. According to the Conservation/Open Space/Recreation Element of the City's General Plan (2001), the City aims to provide a total of 3 acres of parkland per 1,000 residents and currently has a total supply of approximately 82 acres of park and recreational facilities. However, the City recently added 2.9 acres of park space at the former Mackay School site, which increased its park space to 84.9 acres.[49]

Given the 2019 population of 49,833 residents,[50] the City would need a total of 149.5[51] acres of park space (including public school facilities) to meet its current goal of providing 3 acres per 1,000 persons. Therefore, the City currently has a deficiency of approximately 64.6 acres.[52] The addition of the 9-acre park in the City would reduce the deficiency to approximately 55.9 acres.[53] Development of the proposed project would not increase usage of existing City parks and recreational facilities because the project involves the conversion of a private recreational facility to a public park. Therefore, the proposed project would result in less than significant impacts related to park facilities, and no mitigation is required.

e) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, or the need for new or physically altered government facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

No Impact. The Orange County Public Library (OCPL) system provides library services within the jurisdictions of the County's cities as well as unincorporated areas.[54] The City is served by OCPL's Cypress Branch, which is located within the Cypress Civic Center at 5331 Orange Avenue, approximately 1.2 miles northeast of the project site. The Cypress Branch is the only library branch serving the City, providing library materials, computer access, meeting room space, and study areas

---

49 City of Cypress, Cypress City Council Breaks Ground at Mackay Park, January 23, 2017. Website: http://www. cypressca.org/Home/Components/News/News/54/ (accessed July 10, 2019).

50 California Department of Finance. E-5 Population and Housing Estimates for Cities Counties, and the State 2011-2019 with 2010 Census Benchmark. Available at: http://dof.ca.gov/Forecasting/ Demographics/Estimates/e-5/ (accessed July 31, 2019).

51 49,833 residents*3.0 acres/1,000 residents

52 149.5 acres – 84.9 acres = 64.6 acre deficit

53 64.6 acres – 9 acres = 55.6 acre deficit after project implementation

54 Orange County Public Libraries. About OCPL. Website: http://www.ocpl.org/services/about (accessed July 10, 2019).

to its approximately 49,655 residents. According to the City's Conservation/Open Space/Recreation Element (2001), the Cypress Branch contains approximately 112,566 volumes and sponsors programs including Pre-School Storytime and the Fun Club for Children.

Because the proposed project is a park project, it would not induce population growth that would generate an increased need for additional public facilities. Therefore, the proposed project would not impact libraries or other public facilities in the City, and no mitigation is required.

4.16 RECREATION

		Potentially Significant Impact	Less Than Significant 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?	☐	☐	☒	☐
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Impact Analysis

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. According to the City's Conservation/Open Space/Recreation Element, the City currently operates 19 park sites encompassing approximately 84.9 acres.

The proposed project includes the installation of an approximately 6-acre park on the project site that would consist of lighted multi-use fields, two half basketball courts, children's play areas, recreational amenities, and passive park space. Implementation of the proposed project would increase available parkland in the City as compared to existing conditions and is intended to provide additional recreational opportunities to residents in the area. Consequently, the proposed project would not increase the use of existing neighborhood parks resulting in accelerated physical deterioration. Therefore, the proposed project would not result in significant impacts related to increased use and deterioration of recreational facilities, and no mitigation is required.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. As previously stated, the proposed project includes the development of an approximately 6-acre park consisting of lighted multi-use fields, two half basketball courts, children's play areas recreational amenities, and passive park space. The proposed park space and associated amenities would be available to all members of the community.

As detailed throughout this IS/MND, implementation of all design standards and mitigation measures would ensure that implementation of the proposed project would have less than significant impacts on the environment. Therefore, recreation impacts are considered to be less than significant, and no mitigation is required.

4.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

Discussion

This section is based on the Traffic Impact Analysis (LSA 2019). This analysis is provided in Appendix G of this IS/MND.

Impact Analysis

a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. A Traffic Impact Analysis (TIA) was prepared in support of this IS/MND. The TIA was prepared in accordance with direction provided by the Cypress Planning Division staff and satisfied the TIA requirements of the County of Orange Congestion Management Program (CMP). The analysis focused on the proposed project's trip generation and off-site traffic impacts and addressed the proposed project's daily peak hour impact on the following five area intersections:

1. Denni Street/Ball Road
2. Bloomfield Street/Cerritos Avenue
3. Denni Street-Lexington Drive/Cerritos Avenue
4. Moody Street/Cerritos Avenue
5. Walker Street/Cerritos Avenue

The TIA also evaluated potential traffic impacts at the proposed project's driveways along Lexington Drive and Cerritos Avenue.

The TIA analyzed peak hour traffic operations under the following scenarios:

- Existing Conditions.
- Existing Plus Project Conditions.

- Project Opening Year (2021) Conditions.
- Project Opening Year (2021) Plus Project Conditions.

The Existing Plus Project Conditions represents the addition of project-related traffic volumes to the existing roadway system with existing traffic volumes. No growth rate and no changes to intersection lane geometry were assumed for that analysis.

The Project Opening Year Conditions represents the project opening year (2021). An ambient growth rate of 0.5 percent per year was applied to existing counts to account for any additional future development beyond that in the project vicinity. The Project Opening Year Plus Project Conditions represents the addition of project-related net traffic volumes to the existing roadway system with the project opening year traffic volumes at the study area intersections.

In accordance with the City of Cypress and the Orange County CMP, signalized intersection operation was analyzed using the Intersection Capacity Utilization (ICU) methodology. The ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The ICU calculations assume a per-lane capacity of 1,700 vehicles per hour with a clearance interval of 0.05.

The resulting ICU is expressed in terms of level of service (LOS), where LOS A represents free-flow operation and LOS F represents overcapacity operation. Table 4.17.A, Level of Service Capacities, identifies each LOS category, and the corresponding ICU value (i.e., v/c ratio).

Table 4.17.A: ICU Level of Service Capacities

Level of Service	Volume-to-Capacity (ICU Methodology)
A	≤0.60
B	>0.60 and ≤0.70
C	>0.70 and ≤0.80
D	>0.80 and ≤0.90
E	>0.90 and ≤1.00
F	>1.00

ICU = Intersection Capacity Utilization

In addition to the ICU methodology of calculating signalized intersection LOS, the *Highway Capacity Manual* (HCM), 6th Edition (Transportation Research Board 2016) methodology is used to determine the LOS of the unsignalized intersections at the proposed project driveways. Table 4.17.B illustrates the relationship of delay to LOS for unsignalized intersections.

The City of Cypress considers LOS D as the upper limit of satisfactory operations for intersections, except at intersections along Valley View Street, Lincoln Avenue, and Katella Avenue. The City has adopted LOS E as the standard for intersections along these three arterials, as they carry significant amounts of traffic. None of the study area intersections for the proposed project are located along these arterials.

Table 4.17.B: Relationship of Delay to LOS for Unsignalized Intersections

Level of Service	Unsignalized Intersection Delay (seconds)
A	≤10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

Source: *Highway Capacity Manual*, 6th Edition (Transportation Research Board 2016).

Based on City of Cypress standards, a project traffic impact occurs at an intersection if the project causes an intersection operating at an acceptable LOS to deteriorate to an unacceptable LOS, or if an intersection is already operating at an unacceptable LOS and the project adds 0.01 or more to the peak-hour ICU.

The proposed project involves the development of a multi-use athletic field with shaded bleachers that would feature 2 adult multi-use fields or up to 6 youth multi-use fields,[55] play areas with an adjacent mural, an exercise station, picnic shelters, restrooms, two half-basketball courts, a 0.25-mile walking path, a storage building, and associated landscaping and utility improvements. As discussed in Section 4.14, Population and Housing, the project would not result in a population increase. The primary patrons of the proposed development would be existing residents within the City of Cypress. Vehicular trips associated with the proposed project would contribute to congestion at intersections and along roadway segments in the project vicinity. Project implementation would generate more traffic than is currently experienced in the project vicinity. As shown in Table 4.17.C, Trip Generation Summary, the proposed project would generate approximately 428 daily trips, 6 am peak-hour trips, and 99 pm peak-hour trips.

As shown in Table 4.17.C, with the addition of the project, all study area intersections would continue to operate at satisfactory LOS during both the AM and the PM peak hours under the Existing Plus Project Conditions scenario.

- Existing Conditions.
- Existing Plus Project Conditions.
- Project Opening Year (2021) Conditions.
- Project Opening Year (2021) Plus Project Conditions.

[55] A total of 6 youth multi-use fields is considered to be a conservative estimate; the park would likely feature 3–4 youth multi-use fields on any given day.

Table 4.17.C: Trip Generation Summary

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Trip Rates[1]									
Sports Fields		Fields	71.33	0.60	0.39	0.99	10.84	5.59	16.43
Project Trip Generation									
Sports Fields	6	Fields	428	4	2	6	65	34	99
Total Trip Generation			**428**	**4**	**2**	**6**	**65**	**34**	**99**

[1] Trip rates referenced from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017). Land Use Code 488 (According to the ITE *Trip Generation Manual*, this land use code may accommodate ancillary amenities including stadium seating, a fitness trail, an activity shelter, an aquatic center, picnic grounds, basketball and tennis courts, or a playground.
ADT = average daily trips

Existing Plus Proposed Project Conditions. Table 4.17.D summarizes the peak hour LOS results in the Existing Plus Project traffic conditions scenario at each of the study intersections using the City's ICU methodology at signalized intersections and delay methodology at unsignalized intersections. Table 4.17.D indicates that traffic associated with the proposed project under this scenario would not result in any significant impacts when compared to the LOS standards and significance impact criteria.

Table 4.17.D: Existing Plus Project Intersection Level of Service Summary

Intersection		Control	Peak Hour	Existing		Existing plus Project		Significant Impact?	
				ICU	LOS	ICU/ Delay	LOS	Δ ICU	Yes/ No
1	Denni Street/Ball Road	Signal	AM	0.525	A	0.525	A	0.000	No
			PM	0.566	A	0.569	A	0.003	No
2	Bloomfield Street/Cerritos Avenue	Signal	AM	0.693	B	0.693	B	0.000	No
			PM	0.739	C	0.747	C	0.008	No
3	Denni Street-Lexington Drive/Cerritos Avenue[1]	Signal	AM	0.594	A	0.552	A	-0.042	No
			PM	0.751	C	0.679	B	-0.072	No
4	Moody Street/Cerritos Avenue	Signal	AM	0.572	A	0.572	A	0.000	No
			PM	0.756	C	0.762	C	0.006	No
5	Walker Street/Cerritos Avenue	Signal	AM	0.681	B	0.681	B	0.000	No
			PM	0.730	C	0.736	C	0.006	No
6	Lexington Drive/Project Driveway	OWSC	AM	N/A	-	9.1	A	N/A	-
			PM	N/A	-	10.3	B	N/A	-
7	Project Driveway/Cerritos Avenue	OWSC	AM	N/A	-	13.3	B	N/A	-
			PM	N/A	-	15.6	C	N/A	-

Source: TIA (2019).
Delay is reported in seconds.
[1] Added lanes with the project.
Δ = change
ICU = Intersection Capacity Utilization
LOS = level of service
N/A = not applicable
OWSC = one-way stop control

Project Opening Year (2021) Conditions. An analysis of Project Opening Year (2021) cumulative traffic conditions indicates that the addition of ambient traffic growth and traffic from related projects would not significantly impact any of the study area intersections. All of the study intersections are projected to continue to operate at LOS C or better during the weekday AM and PM peak hours.

Project Opening Year (2021) Plus Project Conditions. Table 4.17.E summarizes the peak hour LOS results in the Project Opening Year (2021) Plus Project traffic conditions scenario at each of the study area intersections. Table 4.17.E indicates that traffic associated with the proposed project under this scenario would not result in any significant impacts.

Table 4.17.E: Project Opening Year (2021) Plus Project Intersection Level of Service Summary

Intersection		Control	Peak Hour	Project Opening Year		Project Opening Year plus Project		Significant Impact?	
				ICU	LOS	ICU/ Delay	LOS	Δ ICU	Yes/No
1	Denni Street/Ball Road	Signal	AM	0.537	A	0.537	A	0.000	No
			PM	0.580	A	0.582	A	0.002	No
2	Bloomfield Street/ Cerritos Avenue	Signal	AM	0.707	C	0.707	C	0.000	No
			PM	0.755	C	0.762	C	0.007	No
3	Denni Street-Lexington Drive/Cerritos Avenue[1]	Signal	AM	0.624	B	0.574	A	-0.050	No
			PM	0.786	C	0.707	C	-0.079	No
4	Moody Street/Cerritos Avenue	Signal	AM	0.594	A	0.594	A	0.000	No
			PM	0.778	C	0.784	C	0.006	No
5	Walker Street/Cerritos Avenue	Signal	AM	0.714	C	0.714	C	0.000	No
			PM	0.754	C	0.760	C	0.006	No
6	Lexington Drive/Project Driveway	OWSC	AM	N/A	-	9.3	A	N/A	-
			PM	N/A	-	10.6	B	N/A	-
7	Project Driveway/ Cerritos Avenue	OWSC	AM	N/A	-	13.6	B	N/A	-
			PM	N/A	-	15.9	C	N/A	-

Source: TIA (2019).
Delay is reported in seconds.
[1] Added lanes with the project.
Δ = change
ICU = Intersection Capacity Utilization
LOS = level of service
N/A = not applicable
OWSC = one-way stop control

Regional access to the project site is provided by Cerritos Avenue and Lexington Drive. Cerritos Avenue is a four-lane divided east-west arterial that is identified by the City's Circulation Element (2001) as a major roadway that would serve the City's circulation needs. Lexington Drive is a two-lane undivided north-south roadway. As part of project implementation, Lexington Drive would be widened between the project driveway and Cerritos Avenue.

Nonmotorized access to the project site would be provided via a public sidewalk along the southern portion of the Lexington Drive driveway and the western portion of the Cerritos Avenue driveway. The proposed project would include improvements to the public sidewalk adjacent to the project site along the eastern side of Lexington Drive where the roadway would be widened, and along the southern side of Cerritos Avenue where a deceleration lane and driveway will be constructed. The frontage along Lexington Drive would be widened and would include relocation of utility poles, asphalt pavement, striping, traffic loops, and traffic signal pole relocation. Although the City's Municipal Code does not contain any bicycle parking requirements that apply to the proposed project, the project would provide bicycle racks. Therefore, the proposed project would not conflict with adopted plans, programs, ordinances, or policies regarding public transit, bicycle, or pedestrian facilities.

The City's General Plan Circulation Element (2001) sets forth the plan for all means of mobility in Cypress. The Circulation Element outlines specific goals and policies to meet current and future travel demand throughout the City and influence planning, development, and enhancement of the circulation system based on existing and anticipated land uses. The Circulation Element does not contain any goals or policies applicable to the proposed project. Therefore, the proposed project would not conflict with any of the goals and policies outlined in the Circulation Element. The neighboring City of Los Alamitos's General Plan Circulation Element (2015) states that, with some exceptions, all City of Los Alamitos arterials and intersections should operate at an LOS D or better during peak hours.[56] As previously established, the proposed project would not result in an unsatisfactory LOS at any intersection within the vicinity of the City of Los Alamitos.

The 2017 Orange County Congestion Management Program (CMP) (OCTA 2017) implements federal Congestion Management Program requirements, which is a systematic and regionally accepted approach for managing congestion. Appendix B-2 of the 2017 CMP provides criteria for projects not requiring additional analysis of traffic impacts to CMP-monitored facilities. According to the criteria, projects generating fewer than 2,400 daily trips are below the threshold for a CMP analysis. The reason given is that below this threshold, project traffic could not trigger a significant impact, which is defined as using 3 percent or more of existing capacity. As stated previously, the development of the proposed park is anticipated to generate approximately 428 average daily trips (ADT), which is significantly less than the 2,400 daily trips given as the threshold for a CMP analysis. Because the proposed project's trip generation is below the threshold established for analyzing potential impacts to CMP facilities, its impacts to CMP facilities would be less than significant.

The proposed project would be required to adhere to policies in the City of Cypress's General Plan Circulation Element, as well as regulations outlined in the Municipal Code. The proposed project would be consistent with the adjacent City of Los Alamitos's General Plan Circulation Element, which requires that under most circumstances, a Level of Service (LOS) "D" or better be maintained along all City arterials and at intersections during peak hours. In addition, the project does not meet the established threshold for analyzing CMP facilities because it generates fewer than 2,400 daily trips. Further, final design of the proposed project would be subject to review by the City's

[56] City of Los Alamitos General Plan. 2015. Circulation Element. Website: https://cityoflosalamitos.org/?wpfb_dl=2289 (accessed August 6, 2019).

Traffic Engineer, or designee. Therefore, the proposed project would result in a less than significant impact related to conflicts with an applicable plan, program, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. No mitigation would be required.

b) Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

No Impact Conclusion. According to *State CEQA Guidelines* Section 15064.3(a), project-related transportation impacts are generally best measured by evaluating the project's VMT. VMT refers to the amount and distance of automobile travel attributable to a project.

State CEQA Guidelines Section 15064.3(b) sets forth criteria for analyzing transportation impacts, breaking down the methodology based on project type and specifying other criteria for conducting VMT analysis.

For land use projects, VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects located within 0.5 mile of an existing high-quality transit corridor should be considered to have a less than significant impact. *State CEQA Guidelines* Section 15064.3(b)(2) addresses VMT associated with transportation projects and states that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, should be presumed to have a less than significant impact. Subdivision (b)(3) of the *State CEQA Guidelines*, Section 15064.3, acknowledges that Lead Agencies may not be able to quantitatively estimate VMT for every project type; in these cases, a qualitative analysis may be used. The regulation goes on to state that Lead Agencies have the discretion to formulate a methodology that would appropriately analyze a project's VMT. (*State CEQA Guidelines* Section 15064.3(b)(4)). It is important to note that *State CEQA Guidelines* Section 15064.3(c) states that while an agency may elect to be governed by the provisions of this section immediately, it is not required until July 1, 2020.

At this time, the City has not established a methodology that would appropriately analyze VMT impacts within its jurisdiction. In addition, the City does not currently have thresholds or standards in place for assessing potential VMT impacts. Consequently, Section 15064.3 of the State *CEQA Guidelines* is not applicable to the proposed project.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. Vehicular traffic to and from the project site would utilize the existing network of regional and local roadways that serve the project area. Access to the project site would be provided via the existing Lexington Drive full-access driveway and the new right- and left-in, right-out driveway that would align with the intersection of Barbara Anne Street/Cerritos Avenue. The proposed project includes an internal private road that would provide access throughout the site and an internal connection between the two driveways. The design of the proposed project, including the internal private roadway, ingress, egress, and other streetscape changes, would be subject to review by the City's Department of Public Works. The proposed project would not introduce any incompatible uses into the project vicinity. Therefore, the proposed project would not substantially increase hazards due to a geometric design feature (e.g., a sharp curve or

dangerous intersection) or incompatible uses (e.g., farm equipment), and no mitigation would be required.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact.

Construction. The proposed project would require temporary lane closures on Lexington Drive and Cerritos Avenue to facilitate utility connections and the widening of Lexington Drive. Temporary lane closures would be implemented consistent with the recommendations of the *California Joint Utility Traffic Control Manual*. Among other things, the manual recommends early coordination with affected agencies to ensure that emergency vehicle access is maintained. In this manner, officials could plan and respond appropriately in the event emergency vehicles would be required to access Lexington Drive or Cerritos Avenue. In addition, as described in Project Design Feature PDF-HAZ-1, a Construction Staging and Traffic Management Plan will be prepared and implemented. The Construction Staging and Traffic Management Plan would require certain conditions (e.g., providing warning signs, lights, and devices) and would require that the City of Cypress Police Department be notified a minimum of 48 hours in advance of any lane closures or roadway work. Therefore, impacts to emergency access during construction would be less than significant. No mitigation is required.

Operation. Emergency access to the project site would be provided by the existing driveway on Lexington Drive on the western boundary of the project site and a new driveway on Cerritos Avenue on the northeastern boundary of the project site, which would align with Barbara Anne Street. Both driveways would provide to an internal roadway providing connectivity between the driveways and internal access to parking and drop-off areas. Access to/from the site must be designed to City standards and would be subject to review by OCFA and the City of Cypress Police Department for compliance with fire and emergency access standards and requirements. Therefore, approval of the project plans would ensure that the proposed project's impacts related to emergency access would be less than significant, and no mitigation would be required.

4.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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 Section 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 Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Impact Analysis

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

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 Section 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 Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The following responses address the thresholds in 4.18(a)(i) and 4.18(a)(ii).

Less than Significant with Mitigation Incorporated. Chapter 532, Statutes of 2014 (i.e., AB 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California

Register or included in a local register of historical resources (PRC Section 21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource falling outside of the definition stated above nonetheless qualifies as a "tribal cultural resource."

Also, per AB 52 (specifically, PRC 21080.3.1), a CEQA Lead Agency must consult with California Native American tribes that are traditionally and culturally affiliated with the geographic area of the proposed project and have previously requested that the Lead Agency provide the tribe with notice of such projects.

The Native American Heritage Commission (NAHC) was contacted on June 27, 2019, and a Sacred Lands File (SLF) search was requested for the project, as well as a list of potential Native American contacts for consultation (copies of this correspondence are included in Appendix H of this IS/MND). According to NAHC correspondence dated July 10, 2019, no resources were noted in the database. In compliance with AB 52, letters have been distributed to the following local Native American tribes as recommended by the NAHC:

- Gabrieleño Band of Mission Indians – Kizh Nation, Andrew Salas, Chairperson.
- Gabrieleño/Tongva San Gabriel Band of Mission Indians, Anthony Morales, Chairperson.
- Gabrielino/Tongva Nation, Sandonne Goad, Chairperson.
- Gabrielino Tongva Indians of California Tribal Council, Robert F. Dorame, Chairman.
- Gabrielino-Tongva Tribe, Linda Candelaria, Chairperson.
- Gabrielino-Tongva Tribe, Charles Alvarez, Councilmember.
- Campo Band of Mission Indians, Ralph Goff, Chairperson.
- Ewiiaapaayp Tribal Office, Michael Garcia, Vice Chairperson.
- Ewiiaapaayp Tribal Office, Robert Pinto, Chairperson.
- Jamul Indian Village, Erica Pinto, Chairperson.
- Juaneno Band of Mission Indians, Sonia Johnson, Chairperson.
- Juaneno Band of Mission Indian Acjachemen Nation – Belardes, Matias Belardes, Chairperson.
- La Posta Band of Mission Indians, Gwendolyn Parada, Chairperson
- La Posta Band of Mission Indians, Javaughn Miller, Tribal Administrator
- Sycuan Band of the Kumeyaay Nation, Cody J. Martinez, Chairperson
- Viejas Band of Kumeyaay Indians, Robert Welch, Chairperson
- Manzanita Band of Kumeyaay Nation, Angela Elliott Santos, Chairperson
- San Fernando Band of Mission Indians, John Valenzuela, Chairperson
- San Pasqual Band of Mission Indians, Allen E. Lawson, Chairperson

The letters (provided in Appendix H of this IS/MND) provide each tribe with the opportunity to request consultation with the City regarding the project. In compliance with AB 52, tribes have 30 days from the date of receipt of notification to request consultation on the project. Information provided through tribal consultation will inform the assessment as to whether the tribes believe any tribal cultural resources are present on the project site.

Only one response was received in response to the City's AB 52 letters. On August 2, 2019, the Gabrieleño Band of Mission Indians – Kizh Nation e-mailed City staff to request a consultation to discuss the project and the surrounding location in further detail. On August 5, 2019, City staff responded in an attempt to schedule a consultation with the Gabrieleño Band of Mission Indians – Kizh Nation; however, a consultation meeting has not yet been scheduled. Therefore, the AB 52 tribal consultation process should be considered ongoing. As discussed in Section 4.5, Cultural Resources, the project site does not contain any buildings or structures that meet any California Register criteria or qualify as "historical resources" as defined by CEQA. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the *State CEQA Guidelines* or PRC Section 5020.1(k).

As discussed in Response 4.5(b), the project site is not likely to contain any prehistoric site or archaeological resources due to the fact that soils on the site consist of Artificial Fill and Young Alluvium. There is little potential for the proposed project to impact prehistoric resources due to significant prior disturbance from past grading and development activities on the project site and surrounding area. However, Mitigation Measure MM-CUL-1 has been included to mitigate potentially significant impacts associated with the unlikely discovery of archaeological resources on the project site. Therefore, implementation of MM-CUL-1 would reduce potentially significant impacts to unknown archaeological resource to a less than significant level.

The project site is not likely to contain any human remains due to the fact that soils on the site have been previously disturbed from past grading activities on the project site and surrounding area. Nevertheless, the City is recommending the inclusion of Mitigation Measure MM-TCR-1 to protect any potentially unknown tribal cultural resources on the project site. In the unlikely event that ground-disturbing construction activities uncover a yet-to-be-discovered tribal cultural resource, implementation of Mitigation Measure MM-TCR-1 would reduce any potential impacts to previously undiscovered tribal cultural resources to a less than significant level. No additional mitigation is required. Therefore, with the implementation of mitigation, the proposed project would result in less than significant impacts related to tribal cultural resources, and no mitigation would be required.

Mitigation Measure:

MM-TCR-1 **Tribal Cultural Resources: Monitoring Procedures.** Prior to commencement of any ground-disturbing activities, the Director of the City of Cypress Community Development Department, or designee, shall confirm that a qualified Native American monitor has been contacted and will be allowed access to the project site to provide Native American monitoring services during ground-disturbing project construction activities. The Native American monitor shall be selected by the City from the list of certified Native American monitors maintained by the

Gabrieleño Band of Mission Indians – Kizh Nation and any other interested local Native American tribe; however, the City shall not be required to retain the services of said Native American monitor. If a local Native American tribe expresses an interest in monitoring, the selected Native American monitor(s) shall be invited to the pre-grading conference to establish procedures for tribal cultural resource surveillance. If a local Native American tribe expresses an interest in monitoring, the monitoring procedures shall include provisions for temporarily halting or redirecting work and creating a 50-foot buffer zone area to permit sampling, identification, and evaluation of resources deemed by the Native American monitor(s) to be tribal cultural resources as defined in Public Resources Code (PRC) Section 21074. Construction activities can continue outside of this buffer zone area. These procedures shall be reviewed and approved by the Director of the City of Cypress Community Development Department, or designee, prior to commencement of any surface disturbance on the project site.

If monitoring occurs, throughout ground-disturbing activities, the Native American monitor(s) shall complete monitoring logs on a daily basis that provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Native American monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification (if the site is determined to have hazardous concerns). The monitor(s) shall also provide insurance certificates, including liability insurance, for any archaeological resources encountered during ground-disturbing activities pertinent to the provisions of the California Environmental Quality Act, PRC Division 13, Sections 21083.2(a) through (k). The on-site monitoring shall cease when project grading and excavation activities are completed, or when the tribal representatives and monitor(s) have indicated that the site has a low potential for archaeological resources.

4.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Impact Analysis

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact.

Water. Golden State Water Company (GSWC) provides domestic water service to the project site through the West Orange System. The project site is within the GSWC's Los Alamitos service area. GSWC's Los Alamitos service area includes the Cities of Cypress, Los Alamitos, and Stanton; additionally, small portions of the Cities of Buena Park, Garden Grove, La Palma, Seal Beach, and the unincorporated community of Rossmoor are included in the Los Alamitos service area. There are approximately 27,200 customers within GSWC's Los Alamitos service area.[57]

GSWC's *2015 West Orange Urban Water Management Plan* (UWMP) demonstrates that GSWC has adequate domestic water supply for future water demands through 2040. GSWC obtains its water supply for the West Orange System from two primary sources: imported groundwater and GSWC-

[57] Golden State Water Company (GSWC). Los Alamitos Customer Service Area. Website: https://www.gswater.com/los-alamitos/ (accessed July 11, 2019).

operated groundwater wells. Imported water is purchased from the Municipal Water District of Orange County (MWDOC), which is largely a pass-through provider of imported water, obtaining its water supply from the Metropolitan Water District of Southern California (MWD).[58] According to the UWMP, MWD intends to provide 100 percent supply reliability to MWDOC, which in turn provides 100 percent supply reliability to the West Orange System. Groundwater is extracted from 17 active, GSWC-owned wells in the Orange County Groundwater Basin.[59] The UWMP includes a water supply and demand assessment that demonstrates that adequate water supply, including both imported groundwater and groundwater from GSWC-owned wells, will be available to GSWC through 2040.[60]

As of 2015, recycled water was not used within the West Orange System. However, an existing agreement would allow GSWC to purchase recycled water from the Los Angeles County Sanitation District (LACSD) and provide the recycled water to Forest Lawn Memorial Park in Cypress.[61] Therefore, projected water supply information in the UWMP includes recycled water as a source.

The total projected water demand for customers served by GSWC is approximately 16,722 acre-feet per year (afy) in 2020; the projected water demand increases every 5-year period, totaling 17,701 afy by 2040.[62] GSWC's planned water supplies for 2020 total 16,722 afy, which consists of 1,644 afy (9.8 percent) of imported water, 14,798 afy (88.5 percent) of groundwater from GSWC-owned wells, and 280 afy (1.7 percent) of recycled water.[63] Imported water from MWDOC is provided to the GSWC West Orange System through three connections, which have supply capacities of 4,500 gallons per minute (gpm), 11,200 gpm, and 9,000 gpm. These three connections together account for a total supply capacity of 24,700 gpm.[64] Over the next 20 years, imported water supplies are anticipated to compose the same proportion of GSWC's water supply as under current conditions.

With implementation of the conservation and resource management measures described in the 2015 UWMP by GSWC and its customers, as applicable, GSWC's imported water and groundwater supplies are expected to be highly reliable through 2040. The 2015 UWMP attributes the reliability of GSWC's water supplies to the projected reliability of MWDOC for imported water supplies; the Orange County Water District's (OCWD) management of the Orange County Groundwater Basin; and conservation-derived supply. The 2015 UWMP also utilizes MWD water supply analyses, which include multiple-dry-year scenarios (i.e., drought conditions) to ensure that water demands will still be satisfied during emergency drought situations.

---

58 Golden State Water Company. *2015 Urban Water Management Plan, West Orange.* Section 6.1. July 2016.
59 Ibid. Section 6.2.
60 Ibid. Section 7.3
61 Ibid. Section 6.5.3
62 Ibid. Section 4.2.1.
63 Ibid. Section 6.9.
64 Ibid. Section 6.1.

The proposed project would develop the site with a 9-acre park, which would equate to a projected water demand of approximately 6,900 gpd (7.7 afy).[65] Therefore, the estimated increase in water demand associated with new development proposed as part of the project would represent approximately 0.04 percent of the West Orange System's current annual water demand, based on the system's projected demand of 16,722 afy in 2020. The multi-use fields within the proposed park would feature artificial turf and low-water demanding landscaping, which would reduce the overall water demand for the project. Therefore, the actual water usage on site would likely be less than the projected water demand. The project-generated increase in water demand would be negligible and would fall within GSWC's existing capacity and available supply. As such, the proposed project would not necessitate new or expanded water entitlements, and the GSWC would be able to accommodate the increased demand for potable water.

New water lines would be constructed on site and beneath the park, and would connect to the existing water lines within Cerritos Avenue.

As is required of all new development in California, the proposed project would comply with California State law regarding water conservation measures, including pertinent provisions of Title 24 of the California Government Code regarding the use of water-efficient appliances and low-flow plumbing fixtures. Furthermore, the project would comply with all irrigation requirements standards in Section 3.13.070, Landscape Standards (Regulatory Compliance Measure RCM-UTL-1). Project compliance with RCM-UTL-1 would ensure that landscaping included as part of the project would not result in a water demand that would adversely affect the City's existing water supply. Therefore, the increased water demand resulting from the project is anticipated to be minimal and would be within the existing service capacity of GSWC. As such, the proposed project would not necessitate new or expanded water entitlements, and GSWC would be able to accommodate the increased demand for potable water. Therefore, project impacts associated with an increase in potable water demand are considered less than significant.

Regulatory Compliance Measure:

RCM-UTL-1 **Water Efficiency Landscape Ordinance.** Prior to the issuance of a grading permit, the Director of the City of Cypress Community Development Department, or designee, shall confirm that the Final Landscaping Plan for the proposed project is consistent with all applicable provisions outlined in the City's Water Efficiency Landscape Ordinance.

Wastewater. The City's Public Works Department Maintenance Division is responsible for maintaining the City's sanitary sewer system. The City operates and maintains a sanitary sewer collection and conveyance system that includes a network of gravity sewers, one pump station, and

[65] CalEEMod Output of 25.3 million gallons per year, which is approximately 6,900 gpd.

one sewer force main. Approximately 108 miles of sewers are included within the City's gravity system.[66]

Orange County Sanitation District (OCSD) facilities would receive wastewater generated from the proposed project. OCSD is responsible for the collection, treatment, and disposal of residential, commercial, and industrial wastewater generated by approximately 2.6 million people living and working in central and northwestern Orange County.[67] The City's sanitary sewer collection and conveyance system connects to the OCSD's collection, treatment, and disposal facilities, which include a pair of wastewater treatment plants in Fountain Valley and Huntington Beach. Reclamation Plant No. 1 (at 10844 Ellis Avenue in Fountain Valley) is located approximately 10 miles southeast of the project site. Treatment Plant No. 2 (at 22212 Brookhurst Street in Huntington Beach), is located approximately 13 miles southeast of the project site. According to OCSD's Operation and Maintenance Report (2009–2010), Treatment Plant No. 1 has a total design capacity of 204 million gallons per day (mgd), and Treatment Plant No. 2 has a total design capacity of 168 mgd. Therefore, the two treatment plants have a combined capacity of 372 mgd of primary treated wastewater.[68] The 2017–2018 estimated average daily flows at Treatment Plant Nos. 1 and 2 were approximately 114 mgd and 74 mgd, respectively.[69] Therefore, considering Plant Nos. 1 and 2's combined average flows of 188 mgd, the facilities are operating at approximately 51 percent capacity.[70]

Wastewater generation is typically assumed to be 90 percent of a project's water demand, to account for evaporation and absorption losses. However, given that most of the proposed project's water demand would be directed toward landscape irrigation, the application of this factor likely overestimates the amount of wastewater that would be generated by the proposed project. Based on this estimate, the proposed project is estimated to generate approximately 6,210 gpd of wastewater. New sewer lines would be constructed on site and beneath the park, and would connect to the existing sewer mains within Cerritos Avenue and/or Lexington Drive. The proposed project would be required to comply with all federal, State, and local regulations related to wastewater conveyance and treatment.

As discussed above, the proposed project is anticipated to generate approximately 6,210 gpd of wastewater, which is approximately 0.01 percent of the available daily treatment capacity at Plant No. 1[71] and 0.01 percent of the available daily treatment capacity at Plant No. 2.[72] Both plants are

---

66 City of Cypress. Maintenance. Website: http://www.cypressca.org/government/departments/public-works/maintenance (accessed July 11, 2019)

67 Orange County Sanitation District. General Information. Website: https://www.ocsd.com/about-us/general-information (accessed July 17, 2019)

68 OCSD. 2009-2010 Annual Report, Operations and Maintenance, February 1, 2011. Website: https://www.ocsd.com/Home/ShowDocument?id=10348 (accessed July 11, 2019)

69 OCSD. 2017. Facts and Key Statistics.

70 Calculation: 188 mgd demand / 372 mgd capacity = 50.54 percent operational capacity

71 204 mgd capacity – 114 mgd inflow = 90 mgd remaining daily available capacity. 6,210 gpd / 90 mgd = approximately 0.0069 or 0.01 percent.

72 168 mgd capacity – 74 mgd inflow = 94 mgd remaining daily available capacity. 6,210 gpd / 94 mgd = approximately 0.0066 or 0.01 percent.

in compliance with the Santa Ana RWQCB's wastewater treatment requirements and have the capacity to accommodate the increased wastewater flows from the proposed project. The project would be adequately served by the capacity and the existing wastewater conveyance system. As part of the building permit process, the City of Cypress would confirm and ensure that there is sufficient capacity in the local and trunk lines to accommodate the project's wastewater flows. The City would also pay any required sewer connection fees associated with the proposed project (Regulatory Compliance Measure UTL-2).

Therefore, development of the proposed project would not require, nor would it result in, the construction of new wastewater treatment or collection facilities or the expansion of existing facilities other than those facilities to be constructed on site, which could cause significant environmental effects. Project impacts related to the construction of wastewater treatment or collection facilities would be less than significant after mitigation.

Regulatory Compliance Measure:

RCM-UTL-2 **Sewer Connection Fee.** Prior to issuance of any grading or construction permits, the City Public Works Director, or designee, shall verify that the City has paid the proposed project's fair share of Sewer Connection Fees.

Storm Water Drainage Facilities. The capacity of the downstream storm drain network is dependent on peak discharge rates entering the system. As discussed further in Section 4.10, Hydrology and Water Quality, the project site is not currently developed and consists of very few impervious surfaces. In its existing condition, stormwater runoff outflows to the City's stormwater drainage system flows into facilities that are owned, operated, and maintained by the Orange County Flood Control District. The City is responsible for regulating inflows to and discharges from its municipal storm drainage system. Specifically, the Public Works Maintenance Division is responsible for maintaining approximately 60 miles of storm drains within the City.[73]

The project includes landscaping, which would capture stormwater runoff. Implementation of the proposed project would increase the impervious surface area on the project site as compared to existing conditions, which would increase runoff from the project site. As discussed in Section 4.10, Hydrology and Water Quality, a Final WQMP would be prepared for the project in compliance with the Orange County Flood Control District MS4 Permit and the City's Municipal Code. As stated in Regulatory Compliance Measure RCM-WQ-1, the Final WQMP will detail the Source Control, Site Design, and LID BMPs that would be implemented to treat stormwater runoff and reduce impacts to water quality during project operation. The operational BMPs would capture and treat stormwater runoff and reduce pollutants of concern in stormwater runoff. With implementation of RCM-WQ-3, the project would comply with recommendations in the Final WQMP, including operational BMPs, which would reduce impacts related to wastewater. Therefore, the proposed project would not exceed the capacity of downstream stormwater drainage facilities or cause the expansion of existing facilities. The proposed project would not require or result in the construction

[73] City of Cypress. Maintenance. Website: http://www.cypressca.org/government/departments/public-works/maintenance (accessed July 11, 2019).

of new stormwater drainage facilities or expansion of existing facilities beyond the on-site improvements included as part of the proposed project. Therefore, impacts to stormwater drainage facilities would be less than significant with the incorporation of RCM-WQ-1 and RCM-WQ-3.

Electrical Power. Electrical power would be supplied to the proposed project site by Southern California Edison (SCE). The proposed project includes the extension of the surrounding electrical system on site and would connect to existing SCE lines within Cerritos Avenue and/or Lexington Drive. As discussed in Section 4.6, Energy, the proposed project is estimated to consume a total of 125,356 kilowatt-hours (kWh) of electricity per year. Because the project site does not currently consume any electricity, the proposed project would require an increase of approximately 125,356 kWh of electricity per year compared to existing conditions.

In February 2015, the California Energy Commission (CEC) published the final California Energy Demands for 2015 through 2025.[74] Electricity consumption in the SCE service area was projected to reach between 108,660 gigawatt hours (GWh) in the low-demand scenario and 119,741 GWh in the high-demand scenario by 2025 (closest to project build out). Based on the CEC's projections for the SCE service area in 2025, the maximum project-related annual consumption (125,356 kWh) would represent approximately 0.0001 percent of the forecasted energy load. Therefore, the proposed project's maximum project-related annual electric consumption would be within the SCE forecasted demand. The relationship between supply and demand involves the availability of energy resources and the net incremental demand generated by a given project or service area. Service providers utilize demand forecasts in order to provide an adequate supply or plan for surplus in the service area. Due to the inability of service providers to store electricity for future demand, the supply and delivery of electricity to customers is directly based on demand projections. Therefore, because the proposed project would only represent a small fraction of projected demand, the proposed project would be within the projected demand and supply for the 2025 horizon year.

The supply and distribution network within the area surrounding the project site would remain essentially the same as exists today, with the exception of on-site improvements and connections to existing distribution lines within Cerritos Avenue and/or Lexington Drive. Levels of service to off-site users would not be adversely affected. The proposed project would not increase electrical demand beyond existing projections from the local electricity provider and the project site is within a developed service area with existing demand. Therefore, the proposed project would not require the construction of any physical improvements related to the provision of electricity service that would result in significant environmental impacts and the project's potential impacts would be less than significant.

Natural Gas. The project does not include any utility improvements related to natural gas. Therefore, the project would not require or result in the relocation or construction of new or

[74] CEC. 2015. California Energy Demand Updated Forecast, 2015–-2025. February. Website: https://www.energy.ca.gov/2014publications/CEC-200-2014-009/CEC-200-2014-009-CMF.pdf (accessed August 6, 2019).

expanded natural gas facilities, the construction of which could cause significant environmental effects. No mitigation would be required.

Telecommunications. The project does not include any utility improvements related to telecommunications. Therefore, the project would not require or result in the relocation or construction of new or expanded telecommunications facilities, the construction of which could cause significant environmental effects. No mitigation would be required.

Summary. The proposed project would not require or result in the relocation or construction of new or expanded facilities for water, wastewater treatment, storm drainage, electric power, natural gas, or telecommunications. With implementation of Regulatory Compliance Measures RCM-UTL-1 and RCM-UTL-2, existing facilities would have the capacity to serve the anticipated uses, and the project would not substantially increase demand upon these facilities as compared to historic and existing conditions at the project site. Therefore, impacts to these utility facilities would be less than significant.

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

Less Than Significant Impact. As previously discussed in Response 4.19(a), above, the relatively small increase in water use would be accounted for in the anticipated growth rates for the City in the UWMP. The project would not necessitate new or expanded water entitlements, and GSWC would be able to accommodate the increased demand for potable water under a worst-case scenario as forecasted in the 2015 UWMP. Taking into account population growth, GSWC is able to meet demand in the multiple dry years scenario for years 2020, 2025, 2030, 2035, and 2040.[75] As stated previously, the proposed project is anticipated to use approximately 6,900 gpd of water. Further, the total amount of anticipated water usage by the project represents approximately 0.04 percent of the 2015 water in GSWC's service area. Therefore, water demand from the proposed project would be within GSWC's current and projected water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts related to water supplies would be less than significant, and no mitigation would be required.

c) Would the project 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?

Less Than Significant Impact. Refer to Response 4.19(a). Although the proposed project would increase wastewater demand on site, the increased wastewater flows from the proposed project could be accommodated within the existing design capacity of OCSD Treatment Plant No. 1 and No 2, either of which would serve the project site. Additionally, the relatively small increase in wastewater generation would be accounted for in the anticipated growth rates for the City through the UWMP. Therefore, the City's Public Works Maintenance Division and OCSD would have

[75] GSWC. 2016. *2015 West Orange Urban Water Management Plan* (UWMP), Table 7-4.

adequate capacity to serve the project's projected demand in addition to its existing commitments. Therefore, impacts related to wastewater treatment would be less than significant, and no mitigation would be required.

d) Would the project 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?

Less Than Significant Impact. The City currently contracts with Valley Vista Services, a private solid waste hauler, to collect and dispose of the solid waste generated throughout the City. Solid waste collected in the City by Valley Vista would be transported to one of the Class III landfills operated and maintained by OCWR. OCWR owns and operates three active landfills (i.e., the Olinda Alpha Landfill in Brea, the Frank R. Bowerman Landfill in Irvine, and the Prima Deshecha Landfill in San Juan Capistrano). All three landfills are permitted as Class III landfills, which only accept non-hazardous municipal solid waste for disposal; no hazardous or liquid waste is accepted. County residents are able to dispose of their household hazardous waste items at any of OCWR's four household hazardous waste collection centers, located in the Cities of Anaheim, Huntington Beach, Irvine, and San Juan Capistrano.[76] Table 4.19.A identifies the Class III sanitary landfills operated by OCWR.

Table 4.19.A: Orange County Class III Landfills

Landfill	Location	Approximate Distance from Project Site (miles)	Service
Frank R. Bowerman	11002 Bee Canyon Access Road Irvine, CA 92602	21	Commercial dumping; no public dumping
Olinda Alpha	1942 North Valencia Avenue Brea, CA 92823	15	Commercial dumping; public dumping allowed
Prima Deshecha	32250 La Pata Avenue San Juan Capistrano, CA 92675	33	Commercial dumping; public dumping allowed

Source: Orange County Waste & Recycling.

Of the three Class III landfills currently operated by OCWR, the closest active landfill to the project site is the Olinda Alpha Landfill. The Olinda Alpha Landfill, which is currently permitted by the California Department of Resources, Recycling, and Recovery (CalRecycle) to receive a maximum of 8,000 tons per day (tpd) of waste, currently receives an average of approximately 7,000 tpd.[77] Therefore, the Olinda Alpha Landfill is currently operating at approximately 87.5 percent of its daily capacity. As of November 2014, the Olinda Alpha Landfill had an estimated remaining disposal capacity of 34,200,000 cubic yards.[78] If the State-permitted daily tonnage limit is reached at any

[76] OC Waste & Recycling (OCWR). Household Hazardous Waste. Website: http://www.oclandfills.com/hazardous (accessed July 17, 2019).

[77] OCWR. Olinda Alpha Landfill. Website: http://www.oclandfills.com/landfill/active/olindalandfill (accessed July 17, 2019).

[78] CalRecycle. Solid Waste Information System Facility Detail: Olinda Alpha Sanitary Landfill. Website: https://www2.calrecycle.ca.gov/SWFacilities/Directory/30-AB-0035/Detail/ (accessed July 31, 2019).

County landfill, waste haulers are subject to diversion to local transfer stations located throughout the County. The Olinda Alpha Landfill is scheduled to close in approximately 2030, at which time it would be landscaped to become a County regional park.[79]

Non-hazardous waste from project construction activities would be recycled to the extent feasible, and where necessary, would likely be disposed of at the Olinda Alpha Landfill. Construction waste is anticipated to be minimal compared to waste generated throughout the lifetime of the project during operation. The proposed project is not anticipated to result in a significant production of solid waste that would exceed the daily available capacity (1,000 tpd) at the Olinda Alpha Landfill, the proposed project would not result in an impact related to City, State, or federal statutes and regulations related to solid wastes. The proposed project would generate approximately 0.0014 tons of solid waste per day[80] during operation, which would contribute an insignificant amount of solid waste per day to the remaining daily capacity at the Olinda Alpha Landfill (approximately 0.00014 percent). Moreover, the project would not impair the attainment of solid waste reduction goals. Therefore, the project would result in a less than significant impact to solid waste and landfill facilities, and no mitigation would be required.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. Solid waste practices in California are governed by multiple federal, State, and local agencies that enforce legislation and regulations ensuring that landfill operations minimize impacts to public health and safety and the environment.

The California Integrated Waste Management Act (Assembly Bill [AB] 939) changed the focus of solid waste management from landfill to diversion strategies (e.g., source reduction, recycling, and composting). The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 established mandatory diversion goals of 25 percent by 1995, 50 percent by 2000, and 75 percent by 2020. The City provides curbside recycling for both residential and commercial uses, as well as curbside residential green waste, which both count toward the City's solid waste diversion rate. CalRecycle tracks and monitors solid waste disposal on a per capita basis. As shown in Table 4.19.B, per capita solid waste disposal volumes for the City of Cypress have decreased overall between 2012 and 2017.

[79] OC Waste & Recycling. Olinda Alpha Landfill. Website: http://www.oclandfills.com/landfill/active/olindalandfill (accessed July 31, 2019).

[80] CalEEMod Outputs. Calculations: 0.52 tons per year / 365 days = 0.0014 ton per day.

Table 4.19.B: Solid Waste Disposal in the City of Cypress

Year	Total Disposal Tonnage (tons/year)
2012	52,603
2013	57,928
2014	49,761
2015	52,650
2016	50,412
2017	51,542

Source: CalRecycle Jurisdiction Disposal Tonnage Trend

Implementation of the proposed project involves the demolition of existing structures on the site, site grading and the filling of the manmade depression associated with the former golf course, and construction of the proposed park. Demolition, site preparation (vegetation removal, grading, and filling activities) and construction activities would generate typically construction debris, including wood, paper, glass, metals, cardboard, and green wastes. As stipulated by City Ordinance No. 1097 and the 2016 California Green Building Standards, the proposed project would be required to divert a minimum of 65 percent of construction and demolition debris in order to obtain building permits.[81]Additionally, Valley Vista Services certifies 75 percent diversion for all construction and demolition material,[82] which would contribute to an increased waste diversion rate within the City.

The proposed project would comply with existing and future statutes and regulations, including waste diversion programs mandated by City, State, and federal law. In addition, as discussed in Response 4.19(d), the proposed project would not result in an excessive production of solid waste that would exceed the capacity of the existing landfill serving the project site. Therefore, the proposed project would not result in an impact related to federal, State, and local statutes and regulations related to solid wastes, and no mitigation is required.

81 City of Cypress. C&D Recycling Requirement. Website: http://www.cypressca.org/work/building-division/c-d-recycling-requirement (accessed July 17, 2019).

82 Ibid.

4.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Impact Analysis

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

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

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

d) Would the project 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?

No Impact.

The following response addresses the thresholds in 4.20(a), (b), (c), and (d).

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards in the State through its Fire and Resources Assessment Program (FRAP). These maps place areas of California into different fire hazard severity zones (FHSZ), based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing density, and occurrence of severe fire weather where urban conflagration could result in

catastrophic losses. As part of this mapping system, land where CAL FIRE is responsible for wildland fire protection and generally located in unincorporated areas is classified as a State Responsibility Area (SRA). Where local fire protection agencies (e.g., OCFA) are responsible for wildfire protection, the land is classified as a Local Responsibility Area (LRA). CAL FIRE currently identifies the project site as an LRA. In addition to establishing local or State responsibility for wildfire protection in a specific area, CAL FIRE designates areas as very high fire hazard severity zones (VHFHSZ) or non-VHFHSZ.

According to the CAL FIRE Very High Fire Hazard Severity Zone Maps for the Orange County Region, the entire City of Cypress is designated as a non-VHFHSZ.[83] The City does not include any SRA. The nearest VHFHSZ to the project site is 7 miles to the northeast in the Coyote Hills on the western side of Fullerton.[84] The nearest SRA is in the Puente Hills, approximately 12 miles northeast of the project site.[85] Because the project site is not located in or near an SRA or VHFHSZ, it would not result in any impacts related to wildfire.

[83] California Department of Forestry and Fire Protection (CAL FIRE). 2007. Draft Fire Hazard Severity Zones in LRA. Website: https://frap.fire.ca.gov/media/6398/fhszl06_1_map30.pdf (accessed August 5, 2019).
[84] Ibid.
[85] Ibid.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less Than Significant 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?	☐	☐	☒	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impact Analysis

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?

Less Than Significant. Based on the discussion in Section 4.4, Biological Resources, the proposed project is anticipated to result in less than significant impacts related to habitat, wildlife species, and/or plant and animal communities. The proposed project would not eliminate a plant or animal community, nor would it substantially reduce the number or restrict the range of a rare or endangered plant or animal. Two remaining trees and vegetation will be removed on the property. If tree/vegetation removal occurs during the nesting seasons (January 1 – August 15), it will be conducted in compliance with RCM-BIO-1, which addresses protection of avian species during construction.

As discussed in Section 4.5, Cultural Resources, Response 4.5(a), the project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA. Further, the project site is not designated as a historical/archaeological landmark by the City or the County. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource. In addition, Mitigation Measures MM-CUL-1 and MM-GEO-1 have been

incorporated to address the discovery of archaeological and paleontological resources should any be unearthed during construction. With the application of Mitigation Measures MM-CUL-1 and MM-GEO-1, potential impacts to previously undiscovered archaeological or paleontological resources would be less than significant.

As discussed in Section 4.18, Tribal Cultural Resources, the City requested a search of the Sacred Lands File by the Native American Heritage Commission (NAHC) for the project site. According to NAHC correspondence, no resources were noted in the database. In the event that tribal cultural resources are identified during the tribal consultation process, the City of Cypress will work with the tribes to address their concerns. Mitigation Measure MM-TCR-1 provides for Native American monitors to be present on site in the event that any native soils are disturbed during project construction. With the application of MM-TCR-1, potential impacts to previously undiscovered tribal cultural resources would be less than significant.

For the reasons stated above, the project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts would be less than significant, and no mitigation would be required.

Mitigation Measures: Refer to Mitigation Measures MM-BIO-1 (Section 4.4), MM-CUL-1 (Section 4.5), MM-GEO-1 (Section 4.7), and MM-TCR-1 (Section 4.18).

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

Less Than Significant Impact. The proposed project involves the construction of a new 6-acre sports park on an approximately 9-acre site. The site is currently developed with horse stalls and storage facilities associated with the Los Alamitos Race Course, and with remaining features associated with the former Cypress Golf Course. The project site is located in an urban area that is predominantly built-out with various residential and commercial uses. The proposed project would rely on and can be accommodated by the existing road system, public services, and utilities. The proposed project would not result in nor contribute to a significant biological or cultural impact. Based on the Project Description and the preceding responses, impacts related to the proposed project are less than significant or can be reduced to less than significant levels with the incorporation of mitigation measures. The proposed project's contribution to any significant cumulative impacts would be less than cumulatively considerable. No mitigation would be required.

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

Less than Significant with Mitigation Incorporated. Previous sections of this IS/MND reviewed the proposed project's potential impacts and regulatory compliance measures and mitigation measures related to Aesthetics (MM-AES-1), Cultural Resources (RCM-CUL-1 and MM-CUL-1), Geology and Soils (soils) (RCM-GEO-1 and MM-GEO-1), Hydrology and Water Quality (RCM-WQ-1 through RCM-WQ-5), and Noise (MM-NOI-1 and MM-NOI-2). As concluded in these previous discussions, the proposed project would result in less than significant environmental impacts with adherence to the Regulatory Compliance Measures and implementation of the recommended Mitigation Measures. Therefore, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.

Mitigation Measures: Refer to Mitigation Measures MM-AES-1 (Section 4.1), MM-CUL-1 (Section 4.5), MM-GEO-1 (Section 4.7), MM-NOI-1 and MM-NOI-2 (Section 4.13), and MM-TCR-1 (Section 4.18).

5.0 RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City of Cypress prepare a Mitigated Negative Declaration for the Cypress Sports Park Project. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for the City of Cypress' determination (see Section 3.2, Determination).

Date: 8/27/19

Ryan Bensley, AICP
Project Manager
LSA

This page intentionally left blank

6.0 MITIGATION MONITORING AND REPORTING PROGRAM

6.1.1 Mitigation Monitoring Requirements

Public Resources Code (PRC) Section 21081.6 (enacted by the passage of Assembly Bill [AB] 3180) mandates that the following requirements shall apply to all reporting or mitigation monitoring programs:

- The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a Responsible Agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the Lead Agency or a Responsible Agency, prepare and submit a proposed reporting or monitoring program.

- The Lead Agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based. A public agency shall provide the measures to mitigate or avoid significant effects on the environment that are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or in the case of the adoption of a plan, policy, regulation, or other project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

- Prior to the close of the public review period for a draft Environmental Impact Report (EIR) or MND, a Responsible Agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the Lead Agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the Responsible Agency or agency having jurisdiction over natural resources affected by the project, or refer the Lead Agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a Lead Agency by a Responsible Agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a Responsible Agency or agency having jurisdiction over natural resources affected by a Project with that requirement shall not limit that authority of the Responsible Agency or agency having jurisdiction over natural resources affected by a project, or the authority of the Lead Agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

6.1.2 Mitigation Monitoring Procedures

The mitigation monitoring and reporting program has been prepared in compliance with PRC Section 21081.6. The program describes the requirements and procedures to be followed by the City of Cypress to ensure that all mitigation measures adopted as part of the proposed project would be carried out as described in this IS/MND. Table 5.A lists each of the mitigation measures specified in this IS/MND and identifies the party or parties responsible for implementation and monitoring of each measure.

Table 6.A: Mitigation and Monitoring Reporting Program

Regulatory Compliance Measures / Mitigation Measures		Responsible Party	Timing for RCM or Mitigation Measure
4.1: Aesthetics			
MM-AES-1	Prior to the issuance of building permits, the City of Cypress (City) Building Official shall ensure that the final construction drawings include specifications for: (1) energy-efficient luminaries that control light energy, and (2) exterior sports field lighting that is shielded and directed downward and away from adjacent streets and adjoining land uses in a manner designed to minimize off-site spillage. On-site pathway and park lighting shall be limited to the minimum needed to comply with City security requirements and lighting standards in the City's Municipal Code and shall be shielded or directed so as not to illuminate adjacent properties or cause glare that affects motorists.	City, with verification by the City of Cypress Park Development Officer, or designee	Prior to the issuance of building permits
4.2: Agriculture and Forest Resources			
The proposed project would not result in significant adverse impacts related to agriculture. No mitigation would be required.			
4.3: Air Quality			
The proposed project would not result in significant adverse impacts related to air quality. No mitigation would be required.			
4.4: Biological Resources			
RCM-BIO-1	**Migratory Bird Treaty Act and Fish and Game Code Section 3503. A**ny vegetation removal during construction, clearing, or grading activities (including disking and demolition) should occur outside of the active nesting bird season (i.e., January 1 – August 15), when feasible, to ensure compliance with the California Fish and Game Code. Should vegetation removal take place during this period, the City of Cypress (City) (or its contractor) shall retain a qualified biologist (i.e., a professional biologist who is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than 3 days prior to commencement of construction activities. The nesting survey shall include the project site and areas immediately adjacent to the site that could potentially be affected by project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet (ft) of the designated construction area prior to construction, the biologist shall establish suitable buffers around the active nests (e.g., as much as 500 ft for raptors and 300 ft for nonraptors [subject to the recommendations of the qualified biologist]), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Prior to commencement of grading activities, the Director of the City of Cypress Community Development Department, or designee, shall verify that all project grading and construction plans include specific documentation regarding the requirements stated above, that pre-construction surveys have been completed and	City of Cypress Construction Contractor, or designee	Prior to vegetation removal

Table 6.A: Mitigation and Monitoring Reporting Program

	Regulatory Compliance Measures / Mitigation Measures	Responsible Party	Timing for RCM or Mitigation Measure
	the results reviewed by staff, and that the appropriate buffers (if needed) are noted on the plans and established in the field with orange snow fencing.		
RCM-BIO-2	**Landmark Tree Removal.** The City of Cypress Community Development Department, or designee, shall review and approval of the removal of any trees on the former Cypress Golf Course site. As specified in the City Municipal Code Section 17-19, the property owner of a landmark tree shall submit a written request for review and consideration of the landmark tree removal and replacement plan at least 30 days prior to said removal. Public notice of a proposed landmark tree removal shall be posted next to or on the subject landmark tree, at the local public library, and at the Cypress City Hall during the entire 30-day application-processing period. No trees shall be removed prior to the approval of a landmark tree removal permit from the Director of the City of Cypress Community Development Department, or designee.	City of Cypress Community Development Department, or designee	Prior to the removal of landmark trees
The proposed project would not result in significant adverse impacts related to biological resources. No mitigation would be required.			
4.5: Cultural Resources			
RCM-CUL-1	**Human Remains**. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5I. State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the property owner, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the Director of the City of Cypress Community Development Department, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.	City of Cypress Director of Community Development, or designee	During construction

Table 6.A: Mitigation and Monitoring Reporting Program

	Regulatory Compliance Measures / Mitigation Measures	Responsible Party	Timing for RCM or Mitigation Measure
MM-CUL-1	**Unknown Archaeological Resources.** In the event that archaeological resources are discovered during excavation, grading, or construction activities, work shall cease within 50 feet of the find until a qualified archaeologist from the Orange County List of Qualified Archaeologists has evaluated the find in accordance with federal, State, and local guidelines to determine whether the find constitutes a "unique archaeological resource," as defined in Section 21083.2(g) of the California Public Resources Code (PRC). The City and its construction contractor shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the project site. The found deposits shall be treated in accordance with federal, State, and local guidelines, including those set forth in PRC Section 21083.2. Prior to commencement of grading activities, the Director of the City of Cypress Community Development Department, or designee, shall verify that all project grading and construction plans include specific requirements regarding PRC (Section 21083.2[g]) and the treatment of archaeological resources as specified above.	City, with verification by Director of the City of Cypress Community Development Department, or designee	Prior to the issuance of the first preliminary or precise grading permit
4.6: Energy			
The proposed project would not result in significant adverse impacts related to energy. No mitigation would be required.			
4.7: Geology and Soils			
RCM-GEO-1	**Compliance with Seismic and Building Standards in Building Code**. Prior to issuance of the first building permit for the proposed buildings, the City Engineer, Building Official, or their designee, and the project soils engineer shall review the building plans to verify that the structural design conforms to the requirements of the City of Cypress' (City) latest adopted edition of the California Building Standards Code. Structures and walls shall be designed in accordance with applicable sections of the City's Building Code.	City of Cypress Engineer, Building Official, or their designee, and the Project Soils Engineer	Prior to the issuance of building permits
MM-GEO-1	**Unknown Paleontological Resources.** If paleontological resources are encountered during project excavation, all ground-disturbing activities within 50 feet of the find shall be redirected to other areas until a qualified paleontologist can be retained to evaluate the find and make recommendations for additional paleontological mitigation, which may include paleontological monitoring; collection of observed resources; preservation, stabilization, and identification of collected resources; curation of resources into a museum repository; and preparation of a final report documenting the monitoring methods and results to be submitted to the museum repository and the City. Prior to commencement of grading activities, the Director of the City of Cypress Community Development Department, or designee, shall verify that all project grading and	City of Cypress Director of Community Development, or designee	During construction

Table 6.A: Mitigation and Monitoring Reporting Program

Regulatory Compliance Measures / Mitigation Measures		Responsible Party	Timing for RCM or Mitigation Measure
	construction plans specify federal, State, and local requirements related to the unanticipated discovery of paleontological resources as stated above.		
4.8: Greenhouse Gas Emissions			
The proposed project would not result in significant adverse impacts related to greenhouse gas emissions. No mitigation would be required.			
4.9: Hazards and Hazardous Materials			
The proposed project would not result in significant adverse impacts related to hazards and hazardous materials. No mitigation would be required.			
4.10: Hydrology and Water Quality			
RCM-WQ-1	**Construction General Permit.** Prior to issuance of a grading permit, the City shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWG and 2012-0006-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit). This shall include submission of Permit Registration Documents, including a Notice of Intent (NOI) for coverage under the permit to the SWRCB via the Storm Water Multiple Application and Report Tracking System (SMARTS). Prior to commencement of construction activities, the City Engineer of the City of Cypress (City), or designee, shall obtain the Waste Discharge Identification Number (WDID) to demonstrate proof of coverage under the Construction General Permit. A Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs), such as Erosion Control, Sediment Control, and Good Housekeeping BMPs, to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Upon completion of construction and stabilization of the project site, the City shall submit a Notice of Termination to the Santa Ana Regional Water Quality Control Board (RWQCB) to terminate coverage under the Construction General Permit.	City of Cypress Engineer, or designee	Prior to the issuance of a grading permit

Table 6.A: Mitigation and Monitoring Reporting Program

Regulatory Compliance Measures / Mitigation Measures		Responsible Party	Timing for RCM or Mitigation Measure
RCM-WQ-2	**Groundwater Discharge Permit.** If groundwater dewatering during excavation for the proposed project is required, then with respect to such dewatering the City shall comply with the requirements of the *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimus) Threat to Water Quality* (Groundwater Discharge Permit) (Order No. R8-2015-0004, NPDES No. CAG998001) or subsequent permit. The City shall comply with all applicable provisions in the permit, including water-sampling, analysis, and reporting of dewatering-related discharges. The City shall submit a Notice of Intent for coverage under the permit to the Santa Ana RWQCB at least 45 days prior to the start of dewatering. Groundwater discharge shall not commence until an authorization letter is received from the Santa Ana RWQCB. Upon completion of groundwater dewatering activities, the City shall submit a Notice of Termination to the Santa Ana RWQCB.	City of Cypress Engineer, or designee	At least 45 days prior to the start of dewatering
RCM-WQ-3	**Water Quality Management Plan.** Prior to the issuance of any grading or building permits, the City Engineer of the City of Cypress (City), or designee, shall prepare a Water Quality Management Plan (WQMP) in accordance with the *Waste Discharge Requirements for The County of Orange, Orange County Flood Control District and The Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County* (North Orange County Municipal Separate Storm Sewer System (MS4) Permit, Order No. R8-2009-0030, NPDES No. CAS618030, as amended by Order No. R8-2010-0062) and Section 13-23, Control of Urban Runoff, of the City of Cypress Municipal Code. The WQMP shall be prepared consistent with the requirements of the Drainage Area Management Plan (DAMP), the Model WQMP, and the Technical Guidance Document. The WQMP shall specify final BMPs to be incorporated into the design of the proposed project.	City of Cypress Engineer, or designee	Prior to the issuance of grading or building permits
RCM-WQ-4	**City Responsibility during Project Operation.** During operation, the City shall verify BMP implementation and maintenance through inspection, self-certification, survey, or other equally effective measure. BMP maintenance and inspection shall be conducted according to the schedule specified in the WQMP. The certification shall verify, at a minimum, the inspection and maintenance of all structural BMPs, including inspection and required maintenance in the late summer/early fall (prior to the start of the rainy season) and after each storm event that produces measureable runoff. The City shall retain, and make available upon request, operations, inspections, and maintenance records of the BMPs for at least 5 years after the recorded inspection date. In addition, the City shall ensure that long-term	City of Cypress Community Development Department	During project operation

Table 6.A: Mitigation and Monitoring Reporting Program

Regulatory Compliance Measures / Mitigation Measures		Responsible Party	Timing for RCM or Mitigation Measure
	funding for BMP maintenance is available.		
RCM-WQ-5	**Hydrology Report.** Prior to issuance of grading permits, the City Engineer of the City of Cypress (City) shall prepare a Hydrology Report, or equivalent (such as a Hydrology and Hydraulics Analysis). The Hydrology Report shall demonstrate, based on hydrologic calculations, that the project's on-site storm conveyance and BMPs, including landscaped areas, are designed in accordance with the requirements of the Orange County Hydrology Manual and Orange County Local Drainage Manual. In addition, the final Hydrology Report shall ensure that the increase in flow will not exceed the capacity of the downstream storm drain system.	City of Cypress Engineer, or designee	Prior to the issuance of grading permits
The proposed project would not result in significant adverse impacts related to hydrology and water quality. No mitigation would be required.			
4.11: Land Use and Planning			
The proposed project would not result in significant adverse impacts related to land use and planning. No mitigation would be required.			
4.12: Mineral Resources			
The proposed project would not result in significant adverse impacts related to mineral resources. No mitigation would be required.			
4.13: Noise			
MM-NOI-1	The project contractor shall implement the following measures during construction of the project: • Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. • Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project site. • Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all construction activities. • Ensure that all general construction related activities are restricted to between the hours of 7:00 a.m. and 8:00 p.m. Monday through Friday and between the hours of 9:00 a.m. and 8:00 p.m. on Saturdays. Construction shall be prohibited on Sundays and federal holidays. • Designate a "disturbance coordinator" at the City who would be responsible for	City of Cypress Construction contractor	During construction

Table 6.A: Mitigation and Monitoring Reporting Program

Regulatory Compliance Measures / Mitigation Measures		Responsible Party	Timing for RCM or Mitigation Measure
	responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would determine and implement reasonable measures warranted to correct the problem.		
MM-NOI-2	The use of heavy construction equipment within 15 feet of existing structures shall be prohibited.	City of Cypress Construction contractor	During construction
4.14: Population and Housing			
The proposed project would not result in significant adverse impacts related to population and housing. No mitigation would be required.			
4.15: Public Services			
The proposed project would not result in any significant adverse impacts related to public services. No mitigation would be required.			
4.16: Recreation			
The proposed project would not result in any significant adverse impacts related to recreation. No mitigation would be required.			
4.17: Transportation			
The proposed project would not result in any significant adverse impacts related to transportation. No mitigation would be required.			
4.18: Tribal Cultural Resources			
MM-TCR-1	**Tribal Cultural Resources: Monitoring Procedures.** Prior to commencement of any ground-disturbing activities, the Director of the City of Cypress Community Development Department, or designee, shall confirm that a qualified Native American monitor has been contacted and will be allowed access to the project site to provide Native American monitoring services during ground-disturbing project construction activities. The Native American monitor shall be selected by the City from the list of certified Native American monitors maintained by the Gabrieleño Band of Mission Indians – Kizh Nation and any other interested local Native American tribe; however, the City shall not be required to retain the services of said Native American monitor. If a local Native American tribe expresses an interest in monitoring, the selected Native American monitor(s) shall be invited to the pre-grading conference to establish procedures for tribal cultural resource surveillance. If a local Native American tribe expresses an interest in monitoring, the monitoring procedures shall include provisions for temporarily halting or redirecting work and creating a 50-foot buffer zone area to permit sampling, identification, and evaluation of resources deemed by the Native American monitor(s) to be tribal cultural resources as defined in Public Resources Code (PRC) Section 21074. Construction	Director of the City of Cypress Community Development Department, or designee	Prior to commencement of any grubbing or grading activities/prior to commencement of any surface disturbance on the project site

Table 6.A: Mitigation and Monitoring Reporting Program

	Regulatory Compliance Measures / Mitigation Measures	Responsible Party	Timing for RCM or Mitigation Measure
	activities can continue outside of this buffer zone area. These procedures shall be reviewed and approved by the Director of the City of Cypress Community Development Department, or designee, prior to commencement of any surface disturbance on the project site. If monitoring occurs, throughout ground-disturbing activities, the Native American monitor(s) shall complete monitoring logs on a daily basis that provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. The Native American monitor(s) shall possess Hazardous Waste Operations and Emergency Response (HAZWOPER) certification (if the site is determined to have hazardous concerns). The monitor(s) shall also provide insurance certificates, including liability insurance, for any archaeological resources encountered during ground-disturbing activities pertinent to the provisions of the California Environmental Quality Act, PRC Division 13, Sections 21083.2(a) through (k). The on-site monitoring shall cease when project grading and excavation activities are completed, or when the tribal representatives and monitor(s) have indicated that the site has a low potential for archaeological resources.		
4.19: Utilities and Service Systems			
RCM-UTL-1	**Water Efficiency Landscape Ordinance.** Prior to the issuance of a grading permit, the Director of the City of Cypress Community Development Department, or designee, shall confirm that the Final Landscaping Plan for the proposed project is consistent with all applicable provisions outlined in the City's Water Efficiency Landscape Ordinance.	City of Cypress Director of Community Development, or designee	Prior to the issuance of a grading permit
RCM-UTL-2	**Sewer Connection Fee.** Prior to issuance of any grading or construction permits, the City Public Works Director, or designee, shall verify that the City has paid the proposed project's fair share of Sewer Connection Fees.	City of Cypress Public Works Director, or designee	Prior to the issuance of any grading or construction permits
4.20: Wildfire			
The proposed project would not result in any significant adverse impacts to wildfire. No mitigation would be required.			
4.21: Mandatory Findings of Significance			
The proposed project would not result in any significant adverse impacts to mandatory findings of significance. No mitigation would be required.			

7.0 LIST OF PREPARERS

7.1 CITY OF CYPRESS

Amy Stonich, AICP, City Planner

7.2 LSA ASSOCIATES, INC.

Ryan Bensley, AICP, Associate

Elise Miller, Assistant Environmental Planner

Amy Fischer, Principal, Air Quality

Cara Carlucci, Planner

Alyssa Helper, Senior Environmental Planner

Matt Phillips, Graphics Technician

Deborah Pracilio, Principal, Environmental

Chantik Virgil, Senior Word Processor

Lauren Johnson, Technical Editor

This page intentionally left blank

8.0 REFERENCES

California Department of Conservation. 1981. Division of Mines and Geology. Mineral Land Classification Map. Los Alamitos Quadrangle. Special Report 143, Plate 3.17.

_____. 2017. Division of Land Resource Protection. State of California Williamson Act Contract Land.

_____. 2017. Orange County Tsunami Inundation Map. Los Alamitos/Seal Beach Quadrangle.

_____. 2019. California Natural Resources Agency. Farmland Mapping and Monitoring Program. Orange County Important Farmland 2016. Website: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Orange.aspx (accessed July 31, 2019).

_____. National Resource Conservation Service Web Soil Survey. Soil Reports. Website: https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx (accessed July 22, 2019).

California Department of Education. DataQuest. Enrollment Data 2016–2017. Website: https://dq.cde.ca.gov/dataquest/ (accessed July 10, 2019).

California Department of Finance. E-5 Population and Housing Estimates for Cities Counties, and the State 2011-2019 with 2010 Census Benchmark. Available at: http://dof.ca.gov/Forecasting/Demographics/Estimates/e-5/ (accessed July 31, 2019).

California Department of Forestry and Fire Protection (CAL FIRE). 2007. Draft Fire Hazard Severity Zones in LRA. Website: https://frap.fire.ca.gov/media/6398/fhszl06_1_map30.pdf (accessed August 5, 2019).

California Department of Resources Recycling and Recovery (CalRecycle). 2019. Solid Waste Information System Facility Detail: Olinda Alpha Sanitary Landfill. Website: https://www2.calrecycle.ca.gov/SWFacilities/Directory/30-AB-0035/Detail/ (accessed July 31, 2019).

California Department of Transportation (Caltrans). California Scenic Highways Mapping System. 2019. Website: https://dot.ca.gov/hq/LandArch/16_livability/scenic_highways/faq.htm (accessed July 3, 2019).

California Energy Commission (CEC). 2014. California Energy Demand Updated Forecast, 2015–2025. Website: https://efiling. energy.ca.gov/getdocument.aspx?tn=223244 (accessed July 11, 2019).

_____. 2015. California Energy Demand Updated Forecast, 2015–-2025. February. Website: https://www.energy.ca.gov/2014publications/CEC-200-2014-009/CEC-200-2014-009-CMF.pdf (accessed August 6, 2019).

_____. 2017. *California Gasoline Data, Facts, and Statistics.* Website: http://www.energy.ca.gov/almanac/transportation_data/gasoline/ (accessed July 2019).

_____. 2017. *2017 Integrated Energy Policy Report.* Publication Number: CEC-100-2017-001-CMF.

_____. 2018. Energy Consumption Data Management Service. Electricity Consumption by County. Website: http://www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed July 2019).

California Environmental Protection Agency (Cal/EPA). 2017. State Water Resources Control Board. California's Areas of Special Biological Significance Map. Website: https://www.water boards. ca.gov/ water_issues/programs/ocean/asbs_map.shtml (accessed July 25, 2019).

California Geological Survey (CGS). 1999. Earthquake Fault Zones and Seismic Hazard Zones. Los Alamitos 7.5 Minute Quadrangle.

_____. Landslide Inventory. Website: https://maps.conservation.ca.gov/cgs/lsi/app/ (accessed July 22, 2019).

California Joint Utility Traffic Control Committee. 2010. *California Joint Utility Traffic Control Manual*.

California Office of Historic Preservation. 2019. California Historical Landmarks by County. Orange. Website: http://ohp.parks.ca.gov/?page_id=21445 (accessed August 8, 2019).

California Water Boards. Santa Ana Regional Water Quality Control Board (RWQCB). 1995. *Water Quality Control Plan for the Santa Ana River Basin (Region 8)* (last updated February 2016).

City of Cypress. 1996. Cypress Municipal Code. Sections 17-17 through 17-19 Landmark Trees. July. Website: https://qcode.us/codes/cypress/ (accessed July 17, 2019).

_____. 2001. General Plan Circulation Element. Website: https://www.cypressca.org/home/show document?id=668 (accessed July 3, 2019).

_____. 2001. General Plan Conservation/Open Space/Recreation Element. Website: https://www. cypress ca.org/home/showdocument?id=668 (accessed July 3, 2019).

_____. 2001. General Plan Land Use Element. Website: https://www.cypressca.org/home/show document?id=668 (accessed July 3, 2019).

_____. 2001. General Plan Noise Element. Website: https://www.cypressca.org/home/show document?id=668 (accessed July 3, 2019).

_____. 2001. General Plan Safety Element. Website: https://www.cypressca.org/home/show document? id=714 (accessed July 19, 2019).

_____. 2015. *Barton Place Final Environmental Impact Report*. October.

_____. 2017. Cypress City Council Breaks Ground at Mackay Park, January 23, 2017. Website: http://www.cypressca.org/Home/Components/News/News/54/ (accessed July 10, 2019).

_____. 2018. Annual Budget. Fiscal Year 2017-2018.

_____. C&D Recycling Requirement. Website: http://www.cypressca.org/work/building-division/c-d-recycling-requirement (accessed July 17, 2019).

_____. General Plan Dam Inundation Areas Exhibits SAF-2. Website: https://www.cypressca.org/home/showdocument?id=3630 (accessed July 31, 2019).

_____. General Plan Program EIR. Effects Found Not to Be Significant. Website: https://www.cypressca.org/home/showdocument?id=722 (accessed July 19, 2019).

_____. General Plan Program EIR. Chapter 4.6, Geology and Seismic Hazards.

_____. Maintenance. Website: http://www.cypressca.org/government/departments/public-works/maintenance (accessed July 11, 2019).

_____. Zoning Map. Website: https://www.cypressca.org/government/departments/ community-development/zoning-map (accessed July 30, 2019).

City of Los Alamitos General Plan. 2015. Circulation Element. Website: https://cityoflosalamitos.org/?wpfb_dl=2289 (accessed August 6, 2019).

County of Orange and Orange County Fire Authority. *Local Hazard Mitigation Plan*. 2015

County of Orange. 2013. *General Plan Safety Element*. December.

Cypress Police Department. City of Cypress. Police. Operations. Website: https://www.cypressca.org/government/departments/police/inside-cypress-pd/operations (accessed July 31, 2019).

_____. 2016. Cypress Police Department. 2016 Calls for Service. Website: https://www.cypressca.org/home/showdocument?id=3570 (accessed July 31, 2019).

Federal Highway Administration (FHWA). 2006. Roadway Construction Noise Model.

Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*.

Golden State Water Company (GSWC). 2016. *2015 Urban Water Management Plan*, *West Orange*. July.

_____. Los Alamitos Customer Service Area. Website: https://www.gswater.com/los-alamitos/ (accessed July 11, 2019).

Governor's Office of Planning and Research (OPR). 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA.*

LSA. 2019. *City of Cypress Sports Park Traffic Impact Analysis*. July 26.

_____. 2019**.** *Biological Resources Technical Memorandum for the Cypress Sports Park Project*. July 2019.

Ninyo & Moore. 2018. *Phase I Environmental Site Assessment*. Western Portion of APN 241-221-23, Cypress, California 90630.

_____. 2019. *Limited Phase II Environmental Site Assessment*. Western Portion of APN 241-221-23, Cypress, California 90630.

Orange County Airport Land Use Commission. 2008. JWA Airport Impact Zones Map, *Airport Environs Land Use Plan.*

Orange County Fire Authority (OCFA). About Us. Website: https://www.ocfa.org/AboutUs/About OCFA.aspx (accessed July 2, 2019).

Orange County Public Libraries (OCPL). About OCPL. Website: http://www.ocpl.org/services/about (accessed July 10, 2019).

Orange County Sanitation District (OCSD). General Information. Website: https://www.ocsd.com/ about-us/general-information (accessed July 17, 2019)

_____. 2009–2010 Annual Report, Operations and Maintenance, February 1, 2011. Website: https://www.ocsd.com/Home/ShowDocument?id=10348 (accessed July 11, 2019)

_____. 2017. Facts and Key Statistics.

Orange County Transportation Authority (OCTA). 2017. 2017 Orange County Congestion Management Program.

_____. 2019. OCBus Complete Bus Book. Website: https://www.octa.net/ebusbook/Complete Bus Book.pdf (accessed July 24, 2019).

Orange County Waste & Recycling (OCWR). Household Hazardous Waste. Website: http://www.oclandfills.com/hazardous (accessed July 17, 2019).

_____. Olinda Alpha Landfill. Website: http://www.oclandfills.com/landfill/active/olindalandfill (accessed July 17 and July 31, 2019.

Orange County Water District Ground Water Basin Management Plan Update. 2015. Website: https://www.ocwd.com/media/3503/groundwatermanagementplan2015update_20150624 .pdf (accessed August 19, 2019).

Orange County Watershed Hydromodification GIS Mapping. 2019. Website: http://pacewater.com/ services/stormwater-management/gis-waterresource-hydraulics/orange-county-watershed-hydromodification-gis-mapping/ (accessed August 20, 2019).

South Coast Air Quality Management District (SCAQMD). 1993 (currently being revised). *CEQA Air Quality Handbook.* Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality- analysis- handbook/ceqa-air-quality-handbook-(1993) (accessed July 2019).

_____. 2008. *Final Localized Significance Threshold Methodology.* July.

United States Army Corps of Engineers (USACE). 2012. Los Angeles District. National Levee Database. Coyote Creek/Carbon Creek 2. Website: https://levees.sec.usace.army.mil/#/levees/system/3805010021/summary (accessed July 24, 2019).

_____. 2014. Los Angeles District. National Levee Database. Coyote Creek/Carbon Creek 1. Website: https://levees.sec.usace.army.mil/#/levees/system/3805010020/summary (accessed July 24, 2019).

_____. 2016. Los Angeles District. Carbon Canyon Dam. Website: http://resreg.spl.usace.army.mil/pages/ccyn.php (accessed July 19, 2019).

United States Department of Transportation (USDOT). "Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles." Website: https://www.bts.gov/archive/publications/national_transportation_statistics/table_04_23/ (accessed July 2019).

United States Fish and Wildlife Service (USFWS). Critical Habitat for Threatened & Endangered Species. Website: https://ecos.fws.gov/ecp/report/table/critical-habitat.html (accessed July 17, 2019).

This page intentionally left blank