PUBLIC REVIEW DRAFT | **DECEMBER 2024**

22-008 PARNELL PARK RENOVATION AND IMPROVEMENTS PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

PREPARED FOR

CITY OF WHITTIER CALIFORNIA INC. 1898

PREPARED BY

Michael Baker INTERNATIONAL

PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

22-008 Parnell Park Renovation and Improvements Project

LEAD AGENCY:

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Whittier, CA 90602
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December 2024

JN 195056

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

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1.0 INTRODUCTION

The proposed 22-008 Parnell Park Renovation and Improvements Project (herein referenced as the "project") involves the renovation of the existing Parnell Park. Park improvements would include the construction of new sports fields and an ADA-compliant playground with a splash pad, updated restrooms, picnic pavilions and lawns, upgraded pedestrian paths, lighting, landscaping and irrigation, and parking/circulation improvements. The existing Community and Senior Center on site would remain as is.

Following a preliminary review of the proposed project, the City of Whittier (City) has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study/Mitigated Negative Declaration addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code Sections 21000-21177) and pursuant to Section 15063 of Title 14 of the California Code of Regulations (CCR), the City of Whittier, acting in the capacity of Lead Agency, is required to undertake the preparation of an Initial Study to determine whether the proposed project would have a significant environmental impact. If the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration (or Mitigated Negative Declaration) for that project. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Section 21080, Public Resources Code).

The environmental documentation, which is ultimately approved and/or certified by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

1.2 PURPOSE

Section 15063 of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- An identification of the environmental setting;
- An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries. The brief explanation may be either through a narrative or a reference to another information source such as an attached map, photographs, or an earlier Environmental Impact Report (EIR) or negative declaration. A reference to another document should include, where appropriate, a citation to the page or pages where the information is found;
- A discussion of the ways to mitigate the significant effects identified, if any;
- An examination of whether the project would be consistent with existing zoning, plans, and other applicable land use controls; and
- The name of the person or persons who prepared or participated in the Initial Study.

1.3 CONSULTATION

As soon as the Lead Agency (in this case, the City of Whittier) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies on the environmental documentation to be prepared for the project. Following receipt of any written comments from those agencies, the City will consider their recommendations when formulating the preliminary findings. Following completion of this Initial Study, the City will initiate formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study and are incorporated into this document by reference. The documents are available for review at the City of Whittier Community Development Department, Planning Services Division located at 13230 Penn Street, Whittier, California 90602.

- *Envision Whittier General Plan (adopted October 12, 2021)*. The Envision Whittier General Plan (General Plan) provides a general, comprehensive, and long-range guide for development of Whittier. The General Plan is organized into six elements: Land Use and Community Character; Mobility and Infrastructure; Housing; Historic Resources; Resource Management; and Public Safety, Noise, and Health. Each General Plan element presents an overview of its scope, summary of conditions and baseline issues, and goals and policies. Goals and policies of the General Plan are applicable to all lands within the City's jurisdiction.

- *City of Whittier General Plan Update and Housing Element Update Final Environmental Impact Report (State Clearinghouse No. 2021040762; dated September 29, 2021)*. The City of Whittier General Plan Update and Housing Element Update Final Environmental Impact Report (General Plan EIR) programmatically evaluated the environmental impacts associated with the General Plan Update and Housing Element Update. Based on the analysis, buildout of the General Plan was determined to result in significant and unavoidable impacts with regards to air quality (consistency with applicable air quality management plan, air emissions, and cumulative air emissions), greenhouse gas emissions, and transportation (vehicle miles traveled).

- *City of Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report (State Clearinghouse No. 2021040762; dated July 9, 2021)*. The City of Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report (General Plan Update DEIR) determined that, even with implementation of all feasible and recommended mitigation, impacts regarding air quality (consistency with applicable air quality management plan, air emissions, and cumulative air emissions), greenhouse gas emissions, and transportation (vehicle miles traveled) would remain significant and unavoidable. The General Plan Update DEIR had a public review period from July 9, 2021, to August 23, 2021.

- *Whittier Municipal Code (current through Ordinance No. 3160, adopted September 24, 2024)*. The Whittier Municipal Code (Municipal Code) consists of regulatory, penal, and administrative ordinances of the City. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies. Municipal Code Title 18, Zoning, includes the City's zoning code and is intended to classify, designate, regulate, and restrict the use of buildings, land, and structures, to permit the most compatible use of land within the City, consistent with the needs of residential, commercial, and industrial developments within Whittier, and the promotion of the public health, safety, welfare, and general prosperity of the City and its residents. The zoning code also establishes zones and regulations for the use of land and development for properties within Whittier.

- *City of Whittier Parks Master Plan (adopted February 2024)*. The City of Whittier Parks Master Plan (Parks Master Plan) establishes a clear and feasible path to guide the City in providing accessible, well-maintained, and diverse park facilities and programming for residents and visitors alike. The City utilizes this plan as a playbook for the long-term management, investment, development, and maintenance of parks and recreation facilities over the next decade or more.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

Regionally, the proposed 22-008 Parnell Park Renovation and Improvements Project (project) site is located within the southern portion of the City of Whittier (City), in the County of Los Angeles; refer to Exhibit 2-1, *Regional Vicinity*. Regional access to the site is provided via the Santa Ana Freeway (Interstate 5 [I-5]) located approximately 3.75 miles southwest of the project site, and the San Gabriel River Freeway (Interstate 605 [I-605]), approximately 5 miles west of the project site. The proposed project site is located at 15390 Lambert Road; refer to Exhibit 2-2, *Site Vicinity*. Local access to the site is provided via Scott Avenue, Lambert Road, and Mulberry Drive.

2.2 ENVIRONMENTAL SETTING

The project site is currently developed with the existing 11.9-acre Parnell Park. Existing facilities at the community park include a basketball court, softball field, play equipment, picnic tables, barbecues, restrooms, the Parnell Park Storybook Zoo, and the Parnell Park Community and Senior Center (Community and Senior Center). The Parnell Park Storybook Zoo is a viewing zoo with a wide variety of animals and birds including miniature horses, alpacas, a donkey, potbelly pigs, goats, tortoises, reptiles, and an aviary of birds. The Zoo operates daily from 10:00 a.m. to 2:30 p.m. The Community and Senior Center building is located in the northwestern portion of the site along Lambert Road. The Community and Senior Center amenities include banquet rooms, a kitchen, meeting rooms, and restrooms. Pedestrian walkways connect the existing park facilities and surface parking areas. On-site ornamental landscaping includes ground cover, shrubs, and mature trees. Security lighting is provided throughout the park and within the parking areas. Parnell Park is open daily between sunrise and 11:00 p.m.

Lambert Road, Scott Avenue, and Mulberry Drive each provide two driveway access points to the site, and an internal drive aisle connects all perimeter parking along the southern, eastern, and northern boundaries of the project. Approximately 174 standard parking stalls and 17 Americans with Disability Act (ADA) stalls (a total of 191 stalls) are provided on-site.

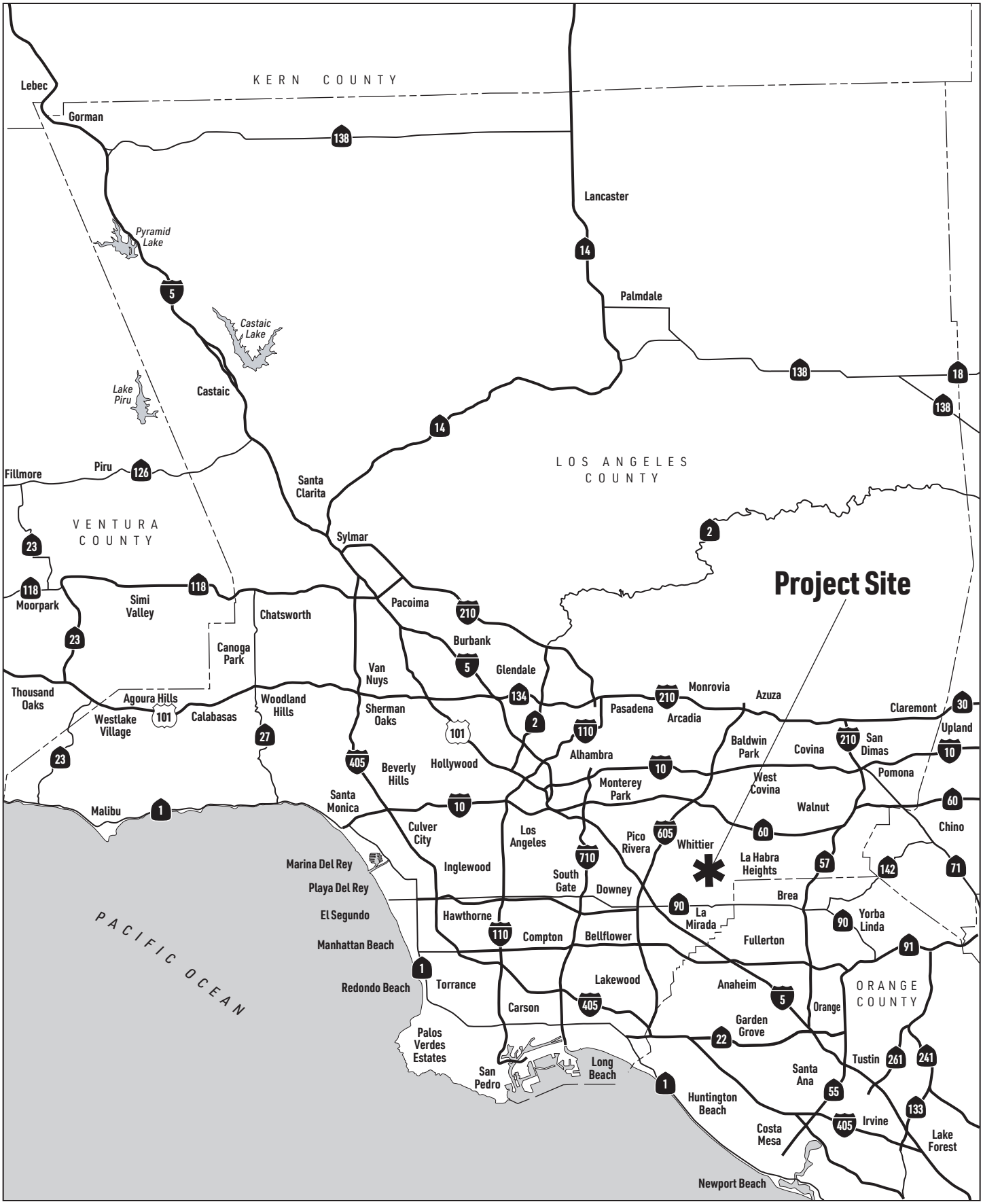
Parnell Park is also a hub for community events. The City regularly sponsors a range of special events for the community, including concerts/performances, holiday gatherings, and children's activities, among others.

2.3 EXISTING GENERAL PLAN AND ZONING

According to the *2021-2040 Envision Whittier General Plan* (General Plan) Land Use and Community Character Element, Figure LUCC-4, *Land Use Policy Map*, the project site has a land use designation of Park. According to the *City of Whittier Official Zoning Map*, dated December 13, 2024, the project site is zoned Parks and Urban Trails (PUT).

Surrounding land uses adjacent to the project site have a land use designation of Low Density Residential. The surrounding land uses include the following:

- *North:* Lambert Road is located north of the project site. Further north across Lambert Road is the Southern Pacific Railroad and residential uses;
- *East*: Scott Avenue is located east of the project site. Further east, across Scott Avenue, are commercial, industrial, and residential uses;
- *South*: Mulberry Drive is located south of the project site. Further south, across Mulberry Drive, is Leffingwell Creek, and residential uses located in the unincorporated community of South Whittier; and



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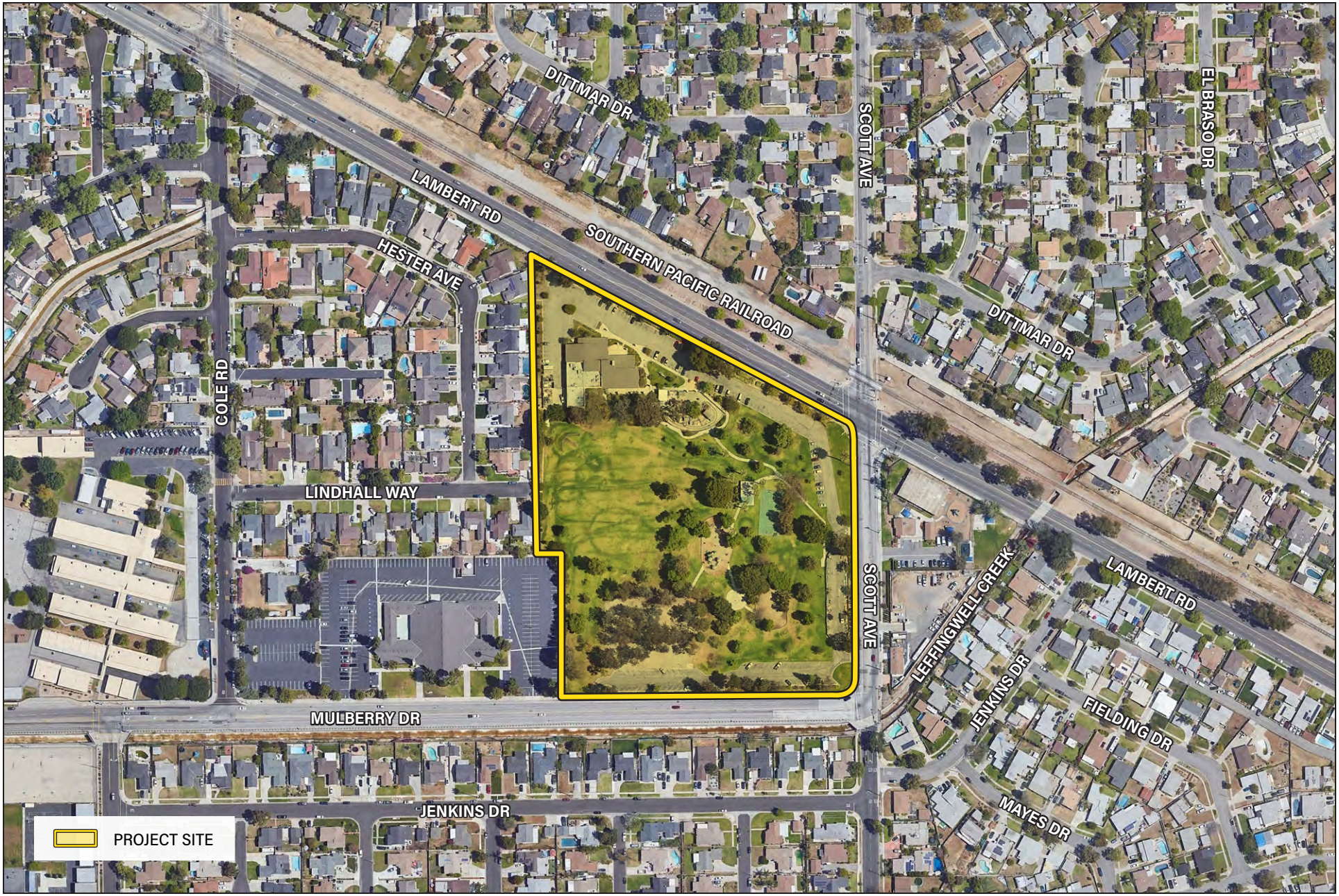
Regional Vicinity

Exhibit 2-1



Source: Google Earth Pro, April 2023

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Site Vicinity

Exhibit 2-2

- *West*: Institutional and residential uses are located west of the project site; these properties are located in the unincorporated community of South Whittier.

2.4 PROJECT BACKGROUND

According to the Parks Master Plan, the City is not currently meeting its park needs ratio of parkland acres to residents, as the City is densely developed and there is limited space to develop new parks. As such, the City has been focusing on adding new sports facilities within existing parks. Needed and planned amenities throughout the City include baseball/softball, football, and soccer fields, among other athletic facilities.

The existing Parnell Park was built in 1967 and was last renovated with new playground equipment in 2009. Since then, the playground equipment has been removed as the facility did not meet current ADA standards. The proposed renovation would revitalize the park by adding a range of new sports and recreational facilities and bringing it up to current ADA and safety standards, thus advancing the Parks Master Plan goal of providing urban recreation, open spaces, and experiences that encourage active living, health, and wellness for all residents.

2.5 PROJECT CHARACTERISTICS

The proposed project would renovate and revitalize the existing Parnell Park by adding a range of new sports and recreational facilities and bringing the park facility up to current ADA and safety standards. Project improvements would include the construction of new sports fields, including new soccer fields and multi-use basketball and pickleball court, as well as an ADA-compliant playground with a splash pad, improved zoo facilities, a bandshell for community performances and events, updated restrooms, shade structures, picnic pavilions and lawns with food truck service, upgraded pedestrian paths, lighting, and landscaping and irrigation improvements; refer to Exhibits 2-3a, 2-3b, and 2-3c, *Conceptual Site Plan*. The existing Community and Senior Center would remain as is. All proposed recreational amenities, including the soccer fields, Storybook Zoo, basketball court, and multi-use/pickleball court would be open to the public and all improved facilities would be accessible via the park's internal pathways. A description of the proposed amenities is provided below.

Soccer Fields
Approximately four soccer fields of varying sizes would be constructed to accommodate a variety of athletic abilities and leagues within the community. The largest field would encompass the central portion of the park and include sideline seating and lighting. Two smaller fields would be located south of the existing Community and Senior Center, with the fourth field on the eastern side of the park, adjacent to surface parking along Scott Avenue. Restrooms would be provided adjacent to the main soccer field.

Storybook Zoo
The existing zoo houses a variety of animals and birds. The project proposes to renovate the existing animal pens and shelters and provide a more spacious pedestrian area with seating.

Playground and Splash Pad
The proposed project would replace the existing playground with ADA-compliant equipment. The playground area would also include a splash pad, i.e., a water play area with fountains, operated by an above-ground vault. The playground and splash pad areas would include upgraded seating, pedestrian connectivity, and landscaping. Picnic tables and picnic pavilions would surround the area.

Parnell Bowl Bandshell and Picnic Plaza
A bandshell is proposed north of the future main soccer field. The bandshell is intended to be used for community performances and events such as evening concerts occurring at the park. The bandshell would be oriented facing the main soccer field (lawn seating) and the adjacent picnic plaza (bench seating), and would also include a shade

Source: SWA

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Conceptual Site Plan

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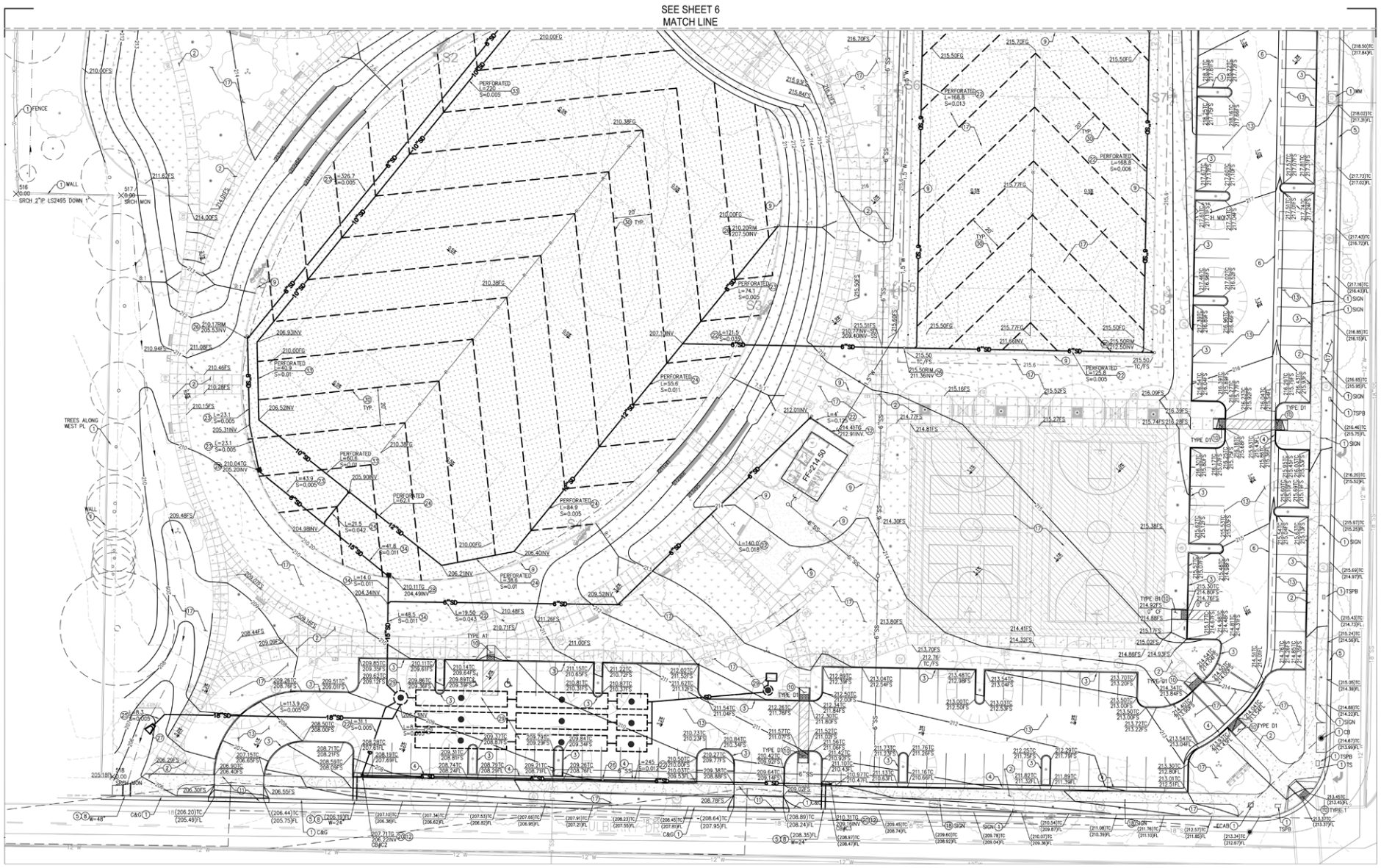
Exhibit 2-3a



Source: SWA

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Exhibit 2-3b

Source: SWA

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Conceptual Site Plan

Exhibit 2-3c

structure. The picnic plaza would include large, ADA-compliant community tables and community seating. The drop-off and loading zone adjacent to the picnic plaza would accommodate food truck parking for interchanging dining options. The picnic plaza would include trash and recycling receptacles, shade trees and landscaping, and pedestrian connectivity.

Basketball Court and Multi-Use/Pickleball Court
The southeastern corner of the park would include a new multi-use facility, with a full basketball court and an additional court that could be utilized for basketball, pickleball, or other hard surface activities.

LANDSCAPING

The proposed landscaping improvements may require removal of portions of existing landscaping for construction of park amenities and landscaping improvements. A total of 228 trees exist on-site, including eight trees decorated with a memorial plaque. The project proposes to remove 178 of the 228 trees, preserving 50 trees including the on-site relocation of three trees with a memorial plaque, and planting 196 new trees, resulting in an increase of 18 trees on-site. Tree species would include Australian willow, thornless honeylocust, Moreton Bay fig, jacaranda, Afghan pine, Columbia London plane, California Sycamore, Swan Hill fruitless olive, pink trumpet, and Chinse elm. In addition to trees throughout the park, various shrubs and grasses would be installed, as well as turf and hardscaping. An updated irrigation system would be installed that combines turf rotor, drip, and root watering, served by domestic and recycled water supplies.

LIGHTING

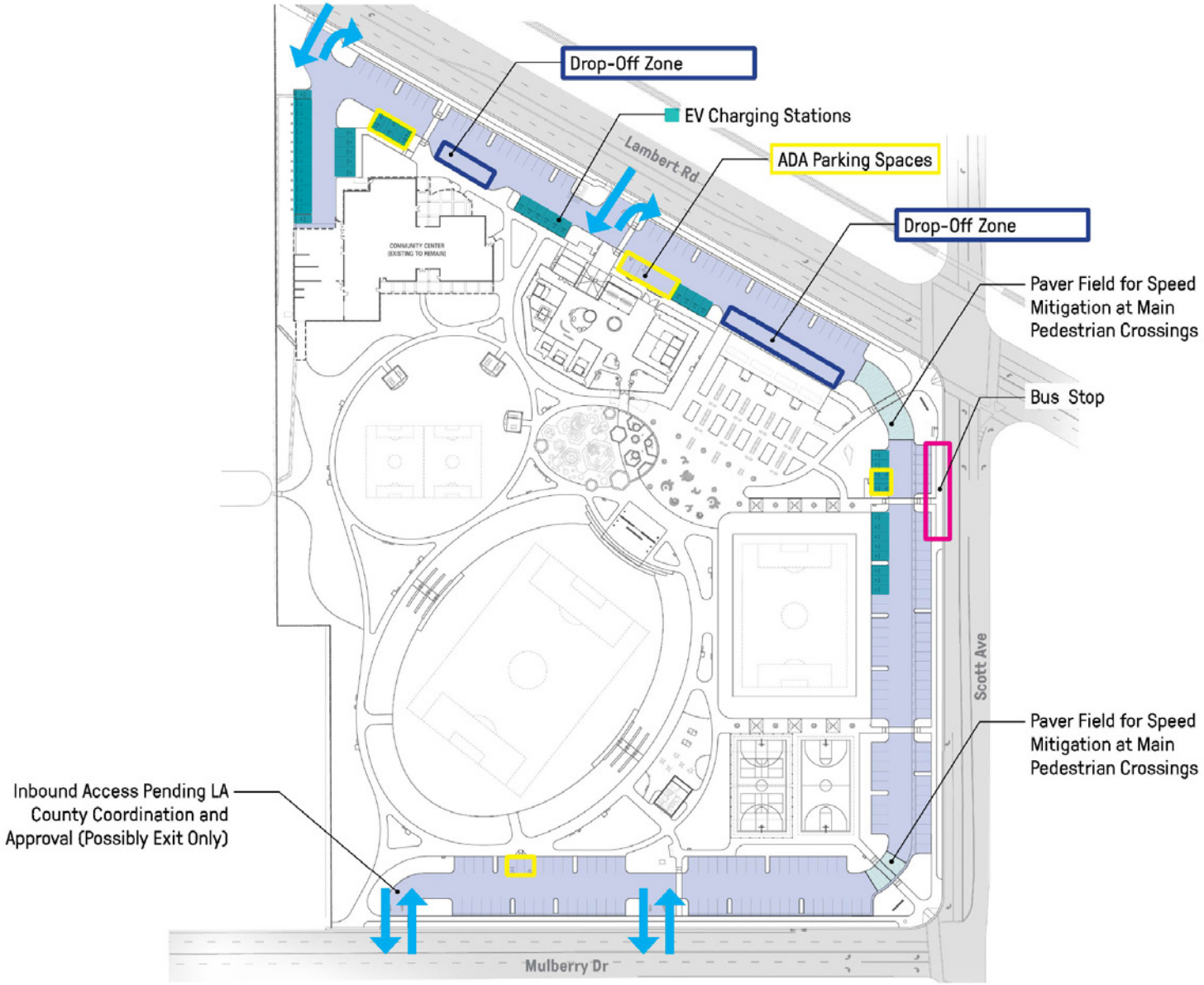
Four sets of pole-mounted field lights would surround the main soccer field in the center of the park, with four additional pole-mounted field lights surrounding the mid-sized soccer field to the east. The proposed bandshell would include stage lighting, and spotlighting would be incorporated into the landscaping at the bases of the surrounding trees. Pole-mounted lights with step-motion dimming would be installed along the park perimeter, along the pedestrian paths within the park, around the perimeter of the parking lot areas, and along street frontages. The picnic plaza would include accent lighting overhead. Wall- and ceiling-mounted lighting would be installed within the animal pens and stable within the Zoo. Strip lighting fixtures would be installed in the Zoo's main building. Each picnic pavilion would include recessed downlighting. All proposed signage would be illuminated. Site-wide security lighting would operate via photocell; all other site lighting would operate on a timer during normal park hours.

PARKING

The project proposes a total of 263 parking spaces: 210 standard spaces, 9 ADA-compliant spaces, and 11 electric vehicle (EV) charging stations, with an additional 33 parking spaces designated for future EV charging capability. The existing northern parking area along Lambert Road would be improved with standard and ADA-compliant parking spaces, EV charging stations, and curb-side drop-off/loading zones north of the existing Community and Senior Center and the proposed picnic plaza. The existing eastern parking area along Scott Avenue would be improved with standard and ADA-compliant parking spaces and future EV charging stations. The existing southern parking area along Mulberry Drive would be improved with standard and ADA-compliant parking spaces. Refer to Exhibit 2-4, *Proposed Circulation and Parking*.

CIRCULATION

The existing northwestern ingress/egress driveway along Lambert Road would continue to be utilized while the second driveway would be removed and replaced with curb and gutter, parkway landscaping, and parking spaces. Existing driveways along Scott Avenue would be removed and replaced with curb and gutter, sidewalk, and parkway landscaping. The two existing ingress/egress driveways along Mulberry Drive would continue to be utilized but would



Source: SWA

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Proposed Circulation and Parking

Exhibit 2-4

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be improved with a new apron. Existing sidewalk along Lambert Road, Scott Avenue, and Mulberry Drive and proposed pedestrian crossings across the surface parking areas would provide pedestrian access to the site. The main pedestrian crossings would be located at the corner of Lambert Road and Scott Avenue and the corner of Scott Avenue and Mulberry Drive. The three parking areas would also be connected at the corner of Lambert Road and Scott Avenue and the corner of Scott Avenue and Mulberry Drive with pavers to mitigate speed at the pedestrian crossings. The existing Los Angeles County Public Works' Sunshine Shuttle, Route A, Scott Avenue and Lambert Road bus stop along Scott Avenue would remain. Refer to Exhibit 2-4.

DRAINAGE AND UTILITIES

The project proposes drainage improvements primarily in the southern parking area along Mulberry Drive and around the soccer fields. A rainwater reuse system would be installed within the southern parking area. Precast catch basins would be installed at the southern corners of the main soccer field. The main soccer field and eastern soccer field would be developed with artificial turf atop a subsurface drainage system. Other improvements around the soccer fields include perforated six-inch, eight-inch, and 12-inch storm drainpipes.

New underground sewer lines and domestic water lines would be installed and connected to existing lines, primarily at the Zoo, splash pad, and restrooms. Sewer installations would include two-inch and six-inch sewer lines and a six-inch sanitary sewer cleanout. Domestic water improvements would include one-inch, 1.5-inch, and two-inch domestic water pipes at a depth of 18 inches. Per City standards, a backflow preventer would be installed. Park improvements would require the relocation of an existing fire hydrant and water meter.

2.6 CONSTRUCTION PHASING

The proposed park renovation would occur in a single phase. Construction is anticipated to begin in Summer 2025 and would last approximately 12 months.

2.7 PERMITS AND APPROVALS

The proposed project would require permits and approvals from the City of Whittier and other agencies prior to construction. These permits and approvals are described below and may change as the project proceeds.

City of Whittier
- California Environmental Quality Act (CEQA) Clearance
- Site Plan Review
- Tree Permit (planting, removal, and/or maintenance)
- Building Permit

Los Angeles County Dept. of Public Health
- Public Health Permit

Los Angeles Regional Water Quality Control Board
- National Pollutant Discharge Elimination System (NPDES) Construction General Permit
- Municipal Separate Storm Sewer System Permit

3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1. Project Title:

22-008 Parnell Park Renovation and Improvements Project

2. Lead Agency Name and Address:

City of Whittier
13230 Penn Street
Whittier, CA 90602

3. Contact Person and Phone Number:

Kyle Cason
562.567.9500
pubwks@cityofwhittier.org

4. Project Location:

Regionally, the project site is located within the southern portion of the City of Whittier, Los Angeles County, California. Locally, the project site is located approximately 3.75 miles northeast of the Santa Ana Freeway (Interstate 5 [I-5]) and 5 miles east of San Gabriel River Freeway (Interstate 605 [I-605]) at 15390 Lambert Road [Assessor's Identification Number (AIN) 8226-018-904].

5. Project Sponsor's Name and Address:

City of Whittier
13230 Penn Street
Whittier, CA 90602

6. General Plan Designation:

According to the *2021-2040 Envision Whittier General Plan* (General Plan) Land Use and Community Character Element, the project site has a land use designation of Park.

7. Zoning:

According to the *City of Whittier Official Zoning Map*, dated December 13, 2024, the project site is zoned Parks and Urban Trails (PUT).

8. Description of the Project:

The proposed project would renovate the existing Parnell Park. Project improvements would include the construction of new sports fields and an ADA-compliant playground with a splash pad, updated restrooms, picnic pavilions and lawns, upgraded pedestrian paths, lighting, landscaping and irrigation, and parking/circulation improvements. The existing Community and Senior Center would remain as is. Additional details regarding the project are provided in Section 2.5, *Project Characteristics*.

9. Surrounding Land Uses and Setting:

Surrounding land uses adjacent to the project site have a land use designation of Low Density Residential. The surrounding land uses include the following:

- *North:* Lambert Road is located north of the project site. Further north across Lambert Road is the Southern Pacific Railroad and residential uses;
- *East:* Scott Avenue is located east of the project site. Further east, across Scott Avenue, are commercial, industrial, and residential uses;
- *South:* Mulberry Drive is located south of the project site. Further south, across Mulberry Drive, is Leffingwell Creek, and residential uses located in the unincorporated community of South Whittier; and
- *West*: Institutional and residential uses are located west of the project site; these properties are located in the unincorporated community of South Whittier.

10. Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).

Refer to Section 2.7, *Permits and Approvals*, for a description of the permits and approvals anticipated to be required for the project. Additional approvals may be required as the project entitlement process moves forward.

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

In compliance with Assembly Bill 52 (AB 52), the City distributed letters to applicable Native American tribes informing them of the project on May 11, 2023. Refer to Section 4.18, *Tribal Cultural Resources*, for additional information regarding the City's AB 52 consultation efforts.

3.2 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 on the following pages.

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

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

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

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the CEQA Guidelines and used by the City of Whittier in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

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

- *Less Than Significant Impact*. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.

- *Less Than Significant Impact With Mitigation Incorporated*. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.

- *Potentially Significant Impact*. The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.

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4.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts as identified in the Initial Study/Environmental Checklist. Explanations are provided for each item.

4.1 AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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?		✓		

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. According to the *Whittier General Plan Update and Housing Element Update Draft Environmental Impact Report* (General Plan Update DEIR), typical scenic vistas include views of mountains and hills, large, uninterrupted open spaces, and waterbodies. Scenic vistas within the City include views of the Puente Hills to the north of the City, which form the most significant scenic resource in the City. Additional scenic resources within the City include Uptown Whittier, historic structures near Whittier Boulevard (west of Magnolia Street), and view corridors, gateways, and landmarks. Turnbull Canyon Road, Skyline Drive, La Cuarta Street, and Colima Road are designated as Scenic Corridors and Beverly Boulevard, Hadley Street, Greenleaf Avenue, Painter Avenue, Whittier Boulevard, and a portion of Colima Road are considered Design Corridors by the General Plan Update DEIR. Based on the General Plan Update DEIR, Exhibit 4.1-1, *Corridors, Gateways, and Landmarks*, Lambert Road provides a major entry gateway at its intersection with Colima Road, and a minor entry gateway with its intersection with Washington Boulevard. Parnell Park is designated as a recreational landmark within the City.

The proposed project site is located within an urbanized area and the majority of the project site is currently developed with park facilities. The proposed project would result in the renovation of the existing Parnell Park with new sports fields, updated ADA-compliant playground with a splash pad, updated restrooms, picnic pavilions and lawns, upgraded pedestrian paths, lighting, landscaping and irrigation, and parking/circulation improvements; the existing Community and Senior Center would remain as is. Due to the existing residential structures to the north and mature ornamental vegetation and trees on-site and within the surrounding vicinity, views of the Puente Hills are not afforded to pedestrians on-site. Partial views of Puente Hills are afforded to pedestrians and motorists traveling northbound along Scott Avenue adjacent to the project site; the proposed park improvements would not be of the scope or magnitude to substantively obstruct these views of the Puente Hills. The project would not result in any long-term impacts to any of the identified view corridors or gateways. As stated above, Parnell Park is designated as a recreational landmark. The proposed

park improvements would not change the recreational use of the site, instead, the proposed improvements would serve as a beneficial impact by revitalizing the existing park facility.

A total of 228 trees exist on-site. Construction of the proposed park improvements would require removal of 178 existing trees, including eight trees decorated with a memorial plaque, in addition to other existing ornamental landscaping. However, impacts on visual character and quality of the site from tree/landscaping removal are expected to be less than significant as 50 trees would be preserved, including the on-site relocation of three trees with a memorial plaque, and 196 new trees would be planted, resulting in an increase of 18 trees on site. The proposed project would also include installation of landscaping, renovation of existing facilities, and construction of new facilities that would result in a beneficial visual impact at the project site. During project construction, additional vehicles, workers, and materials coming to and from the site, and site preparation activities would be visible from travelers along adjacent roadways and from adjacent uses. However, construction activities would occur within the existing park and would be intermittent and of relatively short duration. As such, less than significant impacts on scenic vistas would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. There are no officially designated State scenic highways within proximity to the project site.[1] The nearest Eligible State Scenic Highway is a segment of State Route 57, located approximately 7 miles to the east. As such, the proposed project would not affect scenic resources (i.e., trees, rock outcroppings, or historic buildings) along scenic highways and no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The project site is located in an urbanized area of Whittier. According to the General Plan Land Use and Community Character Element, *Figure LUCC-4, Land Use Policy Map*, the project site has a land use designation of Park. As analyzed in Section 4.11, *Land Use and Planning*, Table 4.11-1, *General Plan Consistency Analysis*, the project would be consistent with applicable General Plan Land Use and Community Character Element and Resource Management Element policies governing scenic quality.

According to the *City of Whittier Official Zoning Map*, dated December 13, 2024, the project site is zoned Parks and Urban Trails (PUT). Based on Municipal Code Section 18.08.010, the PUT zone implements the General Plan Parks and Urban Trails land use category and the adopted Parks Master Plan. Parnell Park is an existing park within the PUT zone to which the project proposes a range of enhancements. No new or additional land uses are proposed that have the potential to conflict with the existing zoning for the site. By providing renovations to Parnell Park, which is a neighborhood-serving park surrounded by single-family residences, the proposed project would help to maintain the integrity of the existing PUT zone and helps implement the objectives of the Parks Master Plan, thus fulfilling the intent of the zoning designation. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

[1] California Department of Transportation, *California State Scenic Highway System Map*, https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa, accessed July 27, 2023.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact With Mitigation Incorporated. The proposed project is located within an urban and developed area of the City. Existing on-site light sources include interior and exterior lighting associated with park amenities and security lighting, including pole-mounted lights in the parking areas and along pedestrian pathways, and column lighting and exterior wall-mounted lighting at the Community and Senior Center and Storybook Zoo. Within the project vicinity, light and glare caused by vehicular headlights and street lighting along Scott Avenue, Lambert Road, and Mulberry Drive further influence lighting in the project area.

The proposed project would include the renovation of the existing Parnell Park. Similar to existing conditions, park hours would be from sunrise to 11:00 p.m. The project proposes four sets of pole-mounted field lights that would surround the main soccer field in the center of the park, with four additional pole-mounted field lights surrounding the mid-sized soccer field to the east. Field lighting would only be utilized during scheduled games and would be turned off by 10:00 p.m. The proposed bandshell would include stage lighting, and spotlighting would be incorporated into the landscaping at the bases of the surrounding trees. Pole-mounted lights with step-motion dimming would be installed along the park perimeter, along the pedestrian paths within the park, around the surface parking areas, and along street frontages. The picnic plaza would include accent lighting overhead. Wall- and ceiling-mounted lighting would be installed within the animal pens and stable within the Zoo. Strip lighting fixtures would be installed in the Zoo's main building. Each picnic pavilion would include recessed downlighting. All proposed signage would be illuminated. Site-wide security lighting would operate via photocell; all other site lighting would operate on a timer during normal park hours.

Of the proposed lighting to be implemented on-site, the four sets of pole-mounted field lights have the greatest potential to influence nighttime lighting conditions in the project area. However, all lighting facilities associated with the project (including field lights) would be designed in compliance with Municipal Code Section 18.16.030, which requires that all lighting on-site be shielded and arranged to direct light away from adjacent properties. Based on the Photometric Plans prepared for the project, proposed lighting would not spill off-site at the adjoining residential uses. Minor light spillover from the large soccer field onto the adjacent church parking lot to the west, as well as minor light spillover from the small eastern soccer field onto the adjacent Mulberry drive would occur; refer to Appendix J, Photometric Plans. As such, the project would implement Mitigation Measure AES-1, which would require that all field lighting only be turned on during scheduled games and be turned off by 10:00 p.m. With implementation of Mitigation Measure AES-1 and adherence to existing Municipal Code requirements, light and glare impacts associated with the proposed project would be less than significant.

Mitigation Measures:

AES-1 All field lighting shall be turned off by 10:00 p.m. daily. In order to ensure that visitors are able to exit the field safely, a dimmer switch shall be installed to allow the lights to be reduce to 50 percent of the full light intensity for ten minutes, and further reduced to 30 percent for five minutes, until all lights are completely shut off by 10:00 p.m. Further, field lighting shall only be turned on when there is a scheduled game; otherwise lights are to remain off.

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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 forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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?				✓

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?

No Impact. According to the California Department of Conservation, the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[1] The project site is located in an urbanized area and currently developed with the existing Parnell Park, including a Community and Senior Center building, pedestrian walkways, surface parking areas, and ornamental landscaping. The project site does not contain any farmland and no farmland exists within the site vicinity. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

[1] California Department of Conservation, *California Important Farmland Finder*, https://maps.conservation.ca.gov/DLRP/CIFF/, accessed June 11, 2023.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The project site is currently zoned Parks and Urban Trails (PUT). No zoning for agricultural use currently applies to the project site or surrounding areas. Additionally, the project site is not under a Williamson Act contract.[2] Therefore, project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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))?

No Impact. Refer to Response 4.2(b). No forest land exists on-site or in the project area. The site is zoned PUT, and no zoning for forest land or timberland exists within the project site, and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. Refer to Response 4.2(c). No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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?

No Impact. As stated above in Responses 4.2(a) through 4.2(c), the project site is located within an urbanized area and is void of any agricultural or forest resources. Thus, there is no potential for the conversion of these resources and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

[2] California Department of Conservation Division of Land Resource Protection, *The Williamson Act Status Report 2020-21*, May 2022.

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. Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). To reduce emissions, the SCAQMD adopted the 2022 Air Quality Management Plan (2022 AQMP) which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and federal air quality standards. The AQMP is a regional and multi-agency effort including the SCAQMD, California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. Environmental Protection Agency (EPA).

The 2022 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. It is acknowledged that on April 4, 2024, SCAG adopted the *2024-2050 Regional Transportation Plan/Sustainable Communities Plan* (2024-2050 RTP/SCS, also known as Connect SoCal 2024). However, as part of the approval process for any SCS, CARB must accept that metropolitan planning organization's determination that the SCS would achieve the identified GHG emission reduction targets in the SCS. In the case of SCAG's 2024-2050 RTP/SCS, CARB has indicated in a letter to SCAG dated March 29, 2024 that the technological methodology utilized to quantify GHG emission reductions does not accurately quantify operational emissions. Thus, as of the date of preparation of this IS/MND, CARB has not yet accepted SCAG's determination that the 2024-2050 RTP/SCS would achieve identified GHG reduction targets, and the timing for acceptance is unknown. Accordingly, this IS/MND analyzes the project's consistency with the currently approved 2020-2045 RTP/SCS.

The SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. Criteria for determining consistency with the AQMP are defined by the following indicators:

CRITERION 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) Would project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(c), localized concentrations of carbon monoxide (CO), nitrogen oxide (NO_X), particulate matter less than 10 microns in diameter (PM_{10}), and particulate matter less than 2.5 microns in diameter ($PM_{2.5}$) would be less than significant during project construction and operation. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations.

b) *Would the project cause or contribute to new air quality violations?*

As discussed in Response 4.3(b), the proposed project would result in emissions that are below the SCAQMD threshold. Therefore, the project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

The proposed project would result in less than significant impacts regarding regional and localized concentrations during project construction and operation; refer to Reponses 4.3(b) and 4.3(c). As such, the project would not delay the timely attainment of air quality standards or 2022 AQMP emissions reductions.

CRITERION 2:

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP. Determining whether a project exceeds the assumptions reflected in the 2022 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

Growth projections included in the 2022 AQMP form the basis for the projections of air pollutant emissions and are based on general plan land use designations and SCAG's 2020-2045 RTP/SCS demographics forecasts. The population, housing, and employment forecasts within the 2020-2045 RTP/SCS are based on local general plans as well as input from local governments, such as the County. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2022 AQMP.

According to the *City of Whittier Official Zoning Map*, dated December 13, 2014, the project site is zoned Parks and Urban Trails (PUT). Per Municipal Code Section 18.08.010, the PUT zone implements the General Plan Parks and Urban Trails land use category and the adopted Parks Master Plan. Parnell Park is an existing park to which the project proposes necessary updates. No new or additional land uses are proposed. By providing renovations to Parnell Park, which is a neighborhood-serving park surrounded by single-family residences, the proposed project would help to maintain the integrity of the existing PUT zone, thus fulfilling the intent of the zoning designation. Also, according to the General Plan Land Use and Community Character Element, Figure LUCC-4, *Land Use Policy Map*, the project site has a land use designation of Park. As a park renovation project, the proposed project would include improvements to Parnell Park and would not change the existing land use designation. Thus, the project would be consistent with the site's General Plan designation and zoning.

As discussed in Section 4.14, *Population and Housing*, the project would not result in an indirect or direct increase in permanent residents within the City. The proposed project entails the renovation of facilities within an existing park. Existing park staff or their hired maintenance contractors would operate and maintain the park facilities. No increase in employment is anticipated as a result of project implementation. The proposed project would not include any new housing, commercial, or industrial space, result in the conversion of adjacent land uses, or provide access to previously inaccessible areas. Therefore, the proposed project would not directly or indirectly induce substantial population growth. Therefore, the project would not cause SCAG's population growth forecasts to be exceeded. As the SCAQMD has incorporated these same projections into the 2022 AQMP, it can be concluded that the project would be consistent with the projections. A less than significant impact would occur regarding project consistency with the 2022 AQMP growth projections.

b) *Would the project implement all feasible air quality mitigation measures?*

The proposed project would result in less than significant air quality impacts. Compliance with all feasible emission reduction rules and measures identified by the SCAQMD would be required as identified in Responses 4.3(b) and 4.3(c). As such, the proposed project meets this 2022 AQMP consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

Land use planning strategies set forth in the 2022 AQMP are primarily based on the 2020-2045 RTP/SCS. The project site is located less than 0.1-mile from a bus stop located at Scott Avenue and Lambert Road operated by an Unincorporated County of Los Angeles Transit Services. Further, the project would provide 11 electric vehicle (EV) charging stations, with an additional 33 parking spaces designated for future EV charging capability on-site to promote alternative transportation options. Therefore, the project would be consistent with the actions and strategies of the 2020-2045 RTP/SCS.

In conclusion, the determination of 2022 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and federal air quality standards. Further, the proposed project's long-term influence on air quality in the Basin would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2022 AQMP. Thus, impacts in this regard would be less than significant.

Mitigation Measure: No mitigation is required.

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?

Less Than Significant Impact.

CRITERIA POLLUTANTS

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources because of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the Earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratosphere (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic

compounds (VOCs), NO_x, and sunlight to form; therefore, VOCs and NO_x are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_x are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to $PM_{2.5}$, both State and federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a final rule in the Federal Register that designates the basin as a nonattainment area for federal $PM_{2.5}$ standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised and established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO_2). SO_2 is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 is often used interchangeably with SO_x. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include

gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: CO, CO_2, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG interchangeably (see below).

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_x react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant.

SHORT-TERM CONSTRUCTION EMISSIONS

The proposed project would renovate the existing Parnell Park. The project involves construction activities associated with demolition, grading, construction of proposed park improvements, and architectural coating applications. The project would export approximately 11,500 tons of debris during demolition. Earthwork would be balanced on-site and would not involve import or export of earthwork materials during the grading phase. The proposed park renovation would occur in a single phase and construction is anticipated to begin in Summer 2025 and would last approximately 12 months. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2022.1 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to Appendix A, *Air Quality/Greenhouse Gas/Energy Analysis*, for the CalEEMod outputs and results. It should be noted that original modeling assumed project construction to start in 2024 and be operational in 2025; while the project characteristics and construction details stay the same, the latest project update has changed project construction to start in 2025 and be operational in 2026. However, remodeling is not required as the original modeling results represent a conservative analysis, because construction and operational emission rates are lower in future years as technology advances, resulting in lower emissions.

Table 4.3-1, *Project-Generated Construction Emissions*, presents the anticipated daily short-term construction emissions.

Table 4.3-1
Project-Generated Construction Emissions

Maximum Daily Emissions	Pollutant (pounds/day)[1,2]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Emissions[2]	3.61	34.4	31.4	0.06	8.05	2.34
SCAQMD Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2022.1. Higher emissions between winter and summer are represented as the worst-case scenario.
2. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The adjustments applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the "mitigated" emissions shown in Appendix A.

Source: Refer to Appendix A for assumptions used in this analysis.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways

(including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particulate health concerns is the amount of PM_{10} generated as part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and SO_X combining with ammonia. $PM_{2.5}$ components from material in the Earth's crust, such as dust, are also present, with the amount varying in different locations.

The project would implement required SCAQMD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM_{10} and $PM_{2.5}$ concentrations. As depicted in Table 4.3-1, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction. Thus, PM_{10} and $PM_{2.5}$ emissions impacts associated with project construction would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, construction worker commutes to the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 4.3-1, construction equipment and worker vehicle exhaust emissions (i.e., ROG, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$) would not exceed the established SCAQMD thresholds for all criteria pollutants. Therefore, impacts in this regard would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. In accordance with the methodology prescribed by the SCAQMD, ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113 – Architectural Coating, all architectural coatings would comply with specifications on painting practices as well as regulation on the ROG content of paint.[1] ROG emissions associated with the proposed project would be less than significant; refer to Table 4.3-1.

Total Daily Construction Emissions

As indicated in Table 4.3-1, criteria pollutant emissions during construction of the proposed project would not exceed the SCAQMD significance thresholds. Thus, total construction related air emissions would be less than significant.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also

[1] South Coast Air Quality Management District, *Rule 1113 Architectural Coatings*, http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf, accessed August 20, 2023.

found in California. Asbestos is classified as a known human carcinogen by State, federal, and international agencies and was identified as a toxic air contaminant by CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the California Department of Conservation Division of Mines and Geology, serpentinite and ultramafic rocks are not known to occur within the project area.[2] Thus, no impacts would occur in this regard.

LONG-TERM OPERATIONAL EMISSIONS

Long-term operational air quality impacts consist of mobile source emissions generated from project-related traffic and emissions from area and energy sources. The project would retain the existing on-site Parnell Park Storybook Zoo and community and senior center. However, as a conservative analysis, emissions generated by the existing uses on-site were not modeled or deducted from project-generated emissions, except for mobile source emissions. Emissions associated with each source area detailed in Table 4.3-2, *Project-Generated Operational Emissions*, are discussed below.

Table 4.3-2
Project-Generated Operational Emissions

Emissions Source	Pollutant (pounds/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Project Summer Emissions						
Area	0.86	0.04	4.57	<0.01	0.01	0.01
Energy	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01
Mobile	0.67	0.54	6.14	0.01	1.30	0.34
Total Summer Emissions[2]	***1.53***	***0.58***	***10.7***	***0.01***	***1.31***	***0.35***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Project Winter Emissions						
Area	0.11	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.66	0.59	5.62	0.01	1.30	0.34
Total Winter Emissions[2]	***0.77***	***0.59***	***5.62***	***0.01***	***1.30***	***0.34***
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

Notes:
1. Emissions were calculated using CalEEMod version 2022.1.
2. The numbers may be slightly off due to rounding.

Source: Refer to Appendix A for assumptions used in this analysis.

[2] California Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report*, August 2000.

Area Source Emissions

Area source emissions would be generated due to an increased demand for natural gas, consumer products, area architectural coatings, and landscaping equipment associated with the development of the proposed project. As shown in Table 4.3-2, area source emissions during both summer and winter would not exceed established SCAQMD thresholds. Impacts would be less than significant in this regard.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity usage associated with the proposed project. The primary use of electricity by the project would be for lighting. Criteria air pollutant emissions from electricity use were not quantified in CalEEMod since criteria pollutants emissions occur at the site of the power plant, which is off-site. The project would not involve natural gas consumption as the project does not propose new buildings on-site. Energy source emissions during both summer and winter would be zero and not exceed established SCAQMD thresholds; refer to Table 4.3-2. Impacts in this regard would be less than significant.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, SO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern (NO_X and ROG react with sunlight to form O_3 [photochemical smog], and wind currents readily transport SO_X, PM_{10}, and $PM_{2.5}$). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

The mobile source emissions were calculated using the trip generation data provided in the *Parnell Park Renovation Project – Vehicle Miles Traveled Assessment* (VMT Screening Memo) developed by Michael Baker International, Inc. (dated July 26, 2023). According to VMT Screening Memo, the proposed project would generate approximately 189 net new average daily trips. As shown in Table 4.3-2, emissions generated by vehicle traffic associated with the project would not exceed established SCAQMD thresholds. Impacts from mobile source emissions would be less than significant.

Total Operational Emissions

As shown in Table 4.3-2, the total operational emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

AIR QUALITY HEALTH IMPACTS

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, O_3 precursors, VOCs and NO_X, affect air quality on a regional scale. Health effects related to O_3 are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As noted in the Brief of Amicus Curiae by the SCAQMD (dated April 6, 2015) for the *Sierra Club vs. County of Fresno*, the SCAQMD acknowledged it would be extremely difficult, if not impossible, to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) (dated April 13, 2015) for the *Sierra Club vs. County of Fresno*, SJVAPCD acknowledged that currently

available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from O_3, as an example, is correlated with the increases in ambient level of O_3 in the air (concentration) that an individual person breathes. The SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient O_3 levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O_3 levels at highest monitored sites by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O_3-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health effects.

Mitigation Measure: No mitigation is required.

c) Expose sensitive receptors to substantial pollutant concentrations?

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

The nearest sensitive receptors are the existing single-family residences located immediately adjacent to the west of the project site. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operational impacts (stationary source only); this analysis is provided below.

LOCALIZED SIGNIFICANCE THRESHOLDS

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, and/or PM_{10}. The project is located within Source Receptor Area (SRA) 5, Southeast Los Angeles County.

Construction LST

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day.[3] SCAQMD provides LST thresholds for one-, two-, and five-acre site disturbance areas; SCAQMD does not provide LST thresholds for projects over five acres. The project would actively disturb approximately three acres per day during the grading phase of construction. Therefore, conservatively, the LST thresholds for two-acres were utilized for the construction of LST analysis. Further, the nearest sensitive receptors (single-family residential uses) adjoin the project site to the west. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive receptors adjoin the project site, the LST values for 25 meters were used.

[3] The number of acres represent the total acres traversed by grading equipment. To properly grade a piece of land, multiple passes with equipment may be required. The disturbance acreage is based on the equipment list and days of the grading phase according to the anticipated maximum number of acres a given piece of equipment can pass over in an 8-hour workday.

Table 4.3-3, *Localized Emissions Significance*, shows the localized construction-related emissions for NO_x, CO, $PM_{2.5}$, and PM_{10} compared to LSTs for SRA 5. It is noted that the localized emissions presented in Table 4.3-3 are less than those in Table 4.3-1 because localized emissions include only on-site emissions (e.g., from construction equipment and fugitive dust) and do not include off-site emissions (e.g., from hauling activities). As shown in Table 4.3-3, the project's localized construction emissions would not exceed the LSTs for SRA 5. Therefore, the localized significance impacts from project-related construction activities would be less than significant.

Table 4.3-3
Localized Emissions Significance

Source[2]	Pollutant (pounds/day)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Maximum Daily Emissions[1]	34.3	30.2	6.59	2.28
Localized Significance Threshold[3]	114.0	861.0	7.0	4.0
Thresholds Exceeded?	***No***	***No***	***No***	***No***

Notes:
1. The grading phase emissions would present the worst-case scenario for NO_X, CO, and $PM_{2.5}$ and the demolition phase emissions would present the worst-case scenario for PM_{10}.
2. The reduction/credits for construction emissions are based on "mitigation" included in CalEEMod and are required by the SCAQMD Rules. The emissions results in this table represent the "mitigated" emissions shown in Appendix A.
3. The Localized Significance Threshold (LST) was determined using Appendix C of the SCAQMD's *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The LST was based on the anticipated daily acreage disturbance for construction (two-acre) and distance to sensitive receptor (25 meters) for SRA 5, Southeast Los Angeles County.

Source: Refer to Appendix A for assumptions used in this analysis.

Operational LST

According to SCAQMD LST methodology, LSTs would apply to operational activities if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). Thus, due to the lack of such uses, no long-term operational LST analysis is needed. Operational LST impacts would be less than significant in this regard.

CARBON MONOXIDE HOTSPOTS

CO emissions are a function of vehicle idling time, meteorological, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (e.g., adversely affecting residents, school children, hospital patients, and the elderly).

The Basin is designated as an attainment/maintenance area for the federal CO standards and an attainment area under State standards. There has been a decline in CO emissions even though vehicle miles traveled (VMT) on U.S. urban and rural roads have increased; estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.[4] Three major control programs have contributed to the reduced per-vehicle CO emissions, including exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD *CEQA Air Quality Handbook*, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 parts per million (ppm), which is the 8-hour California ambient air quality standard, the closet monitoring station to the project site that monitors CO concentration is the Compton – 700 North Bullis Road Station, located approximately 15 miles west of the project site. The maximum CO concentration at

[4] U.S. Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, accessed July 28, 2023.

the Compton – 700 North Bullis Road Station was measured at 3.437 ppm in 2022.[5] Given that the background CO concentration does not currently exceed 9.0 ppm, a CO hotspot would not occur at the project site. Therefore, CO hotspot impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coating. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by requiring equipment to be shut off when not in use or limiting idling time to no more than five minutes. Compliance with these existing regulations would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the SCAQMD Regulation XI, Rule 1113 – Architectural Coating, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and negligible. As such, the project would not result in other emissions, such as those leading to odors adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

[5] California Air Resources Board, *Air Quality Data*, https://www.arb.ca.gov/aqmis2/aqdselect.php?tab=specialrpt, accessed July 28, 2023.

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4.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				✓
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?				✓

This section is primarily based upon the *Results of a Biological Resources Assessment for the proposed Parnell Park Renovation Project – City of Whittier, Los Angeles County, California* (Biological Resources Assessment), prepared by Michael Baker International, dated June 20, 2023; refer to Appendix B, *Biological Resources Assessment*.

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 Game or U.S. Fish and Wildlife Service?

No Impact. A Biological Resources Assessment was prepared for the project and includes a records search of the California Department of Fish and Wildlife's (CDFW), California Natural Diversity Database (CNDDB), and the California Native Plant Society's Online Inventory of Rare and Endangered Plants of California (CNPS Online Inventory). The records search encompassed two United States Geologic Survey (USGS) 7.5-minute quadrangles, including Whittier and La Habra. The U.S. Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) online database was also reviewed to identify biological resources protected by the USFWS that are known or expected to occur on or within the project vicinity. In addition, publicly available reports, survey results, and literature detailing the biological resources previously observed on or within the vicinity of the project site, including the USFWS Environmental Conservation Online System Critical Habitat Mapper, U.S. Department of Agriculture/Natural Resources Conservation Service Web Soil Survey, and historic/current aerial photographs were reviewed as part of the Biological Resources Assessment. A field survey was also conducted to observe existing conditions in regard to biological resources.

The project site consists of the existing Parnell Park and is comprised of disturbed and developed areas, including the playground, Senior/Community Center, basketball court, petting zoo, and parking lots, as well as manicured lawns and ornamental landscaping. Topographically, the project site is generally flat, gently sloping downwards to the southwest.

Based on the Biological Resources Assessment, 14 special-status plant species and 17 special-status wildlife species have been recorded in the USGS Whittier and La Habra California 7.5-minute quadrangles by the CNDDB, CNPS Online Inventory, and IPaC online database. However, no special-status plant or wildlife species were identified on-site during the field survey conducted as part of the Biological Resources Assessment and none of the recorded species are expected to occur on-site. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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 Game or U.S. Fish and Wildlife Service?

No Impact. According to the Biological Resources Assessment, one special-status vegetation community has been reported in the Whittier and La Habra, California 7.5-minute quadrangles by the CNDDB. However, this special-status vegetation community was not observed on-site during the field survey conducted as part of the Biological Resources Assessment. Additionally, based on the Biological Resources Assessment, no riparian habitat occurs on-site. The project site does not fall within USFWS-designated Critical Habitat for any federally listed species. Therefore, project development would have no impact on riparian habitat or other sensitive natural communities.

Mitigation Measures: No mitigation measures are required.

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?

No Impact. No wetlands are present on the project site or in the surrounding area. As such, project implementation would not adversely impact protected wetlands through direct removal, filling, hydrological interruption, or other means. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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?

Less Than Significant Impact With Mitigation Incorporated. The project site is located in an urbanized area in the City of Whittier. A railroad right-of-way is located to the north between Lambert Avenue and a residential community, and a flood control channel (Leffingwell Creek) is located to the east and south of the project site. Although Leffingwell Creek may provide marginal local migration habitat for large mammals (primarily coyotes), the project site does not include any migration corridors or linkages and there is no suitable habitat on-site or in the immediate project vicinity. Therefore, the site does not function as a wildlife movement corridor. Project implementation would not interfere 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. However, the proposed project would result in the removal of ornamental landscaping on-site. Thus, the project could result in potential impacts to nesting birds protected by the Migratory Bird Treaty Act (MBTA). The MBTA prohibits activities that result in the direct take (defined as killing or possession) of a migratory bird. The proposed project has the potential to impact nesting birds if construction activities occur during the nesting season. Mitigation Measure BIO-1 has been provided to reduce impacts in this regard to less than significant levels.

Mitigation Measures:

BIO-1 If project-related ground-disturbing activities including removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (generally from January 1 through August 31), a qualified biologist retained by the City of Whittier shall conduct a pre-construction clearance survey for nesting birds within three days prior to any ground disturbing activities. The qualified biologist shall survey all suitable nesting habitat within the project impact area, and areas within a biologically defensible buffer zone surrounding the project impact area. If no active bird nests are detected during the clearance survey, the negative results shall be documented with a brief letter report indicating that no impacts to active bird nests would occur before construction can proceed; no additional avoidance and minimization measures shall be required. If an active bird nest is discovered, the species shall be identified, and a "no-disturbance" buffer shall be established around the active nest. The size of the "no-disturbance" buffer shall be increased or decreased based on the judgement of the qualified biologist and level of activity and sensitivity of the species. The qualified biologist shall periodically monitor any active bird nests to determine if project-related activities occurring outside the "no-disturbance" buffer disturb the birds and if the buffer shall be increased. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, project activities within the "no-disturbance" buffer may occur following an additional survey by the qualified biologist to search for any new bird nests in the restricted area. Results of the pre-construction survey and any subsequent monitoring shall be provided to the City of Whittier, California Department of Fish and Wildlife (CDFW), and other appropriate agency(ies).

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

Less Than Significant Impact. The proposed project entails the renovation of existing park facilities within Parnell Park. Vegetation removal associated with the proposed project would be limited to removal of existing ornamental trees and landscaping. Project implementation would include the removal of approximately 178 trees (many of which are non-native eucalyptus trees that have been damaged by vandalism) and the preservation of 50 trees on-site. The project proposes to plant 196 new trees, resulting in an increase of 18 trees on-site. The project would also include a variety of ground covers, accent shrubs, and trees throughout the park. An updated irrigation system would be installed that combines turf rotor, drip, and root watering, served by domestic and recycled water supplies. The City of Whittier's Tree Ordinance (Municipal Code Chapter 12.40, *Trees and Shrubs*) contains regulations on tree and shrub planting, removal, and maintenance including the protection of all trees located along any street, park, alley or public place. Thus, with adherence to Chapter 12.40 of the Whittier Municipal Code, impacts would be reduced to less than significant levels.

Mitigation Measures: No mitigation is required.

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?

No Impact. According to the CDFW's *California Natural Community Conservation Plans Map,* the project site is neither located within a Natural Community Conservation Plan nor a Habitat Conservation Plan.[1] As such, project development would have no impact in this regard.

Mitigation Measures: No mitigation is required.

[1] California Department of Fish and Wildlife Service, *California Natural Community Conservation Plans*, August 2023.

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4.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 dedicated cemeteries?			✓	

This section is primarily based upon the *Cultural and Paleontological Resources Identification Memorandum for the Parnell Park Renovation Project, City of Whittier, California* (Cultural/Paleontological Resources Memorandum), prepared by Michael Baker International, dated July 11, 2023; refer to Appendix C, *Cultural/Paleontological Resources Memorandum*.

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

Less Than Significant Impact With Mitigation Incorporated. As part of the Cultural/Paleontological Resources Memorandum, a South Central Information Center (SCCIC) records search, Native American Heritage Commission (NAHC) Sacred Lands File search, literature and historical map review, archaeological and built environment pedestrian survey, Whittier Historical Society outreach, buried archaeological site sensitivity analysis, California Register of Historical Resources (CRHR) evaluation, and management consultation were conducted to determine whether the project could result in a significant adverse change to cultural resources in accordance with CEQA. The SCCIC records search, conducted on April 26, 2023, included review of the National Register of Historic Places (NRHP), CRHR, California Points of Historical Interest, California Historical Landmarks, Archaeological Determinations of Eligibility for Los Angeles County, and Built Environment Resources Directory.

Based on the Cultural/Paleontological Resources Memorandum, three cultural resources studies had been conducted within a half-mile radius of the project area. No previously recorded resources were identified on-site or within a half-mile search radius of the project site. An archaeological field survey was conducted on May 3, 2023 to document existing conditions of the site and project area. No prehistoric archaeological resources were identified during the pedestrian survey.

Based on the Cultural/Paleontological Resources Memorandum, the sensitivity for potential undocumented historic period buildings, structures, and historic period archaeological sites is moderate. Topographic maps, aerial photographs, and the literature reviewed as part of the Cultural/Paleontological Resources Memorandum indicate that a large orchard once occupied the project area, with residential and agricultural buildings during the early twentieth century followed by Parnell Girls School in 1949. Thus, there is a potential for encountering historic archaeological deposits associated with the activities and structures associated with the early twentieth-century agriculture on the property or the girls school. While the potential for buried historic period resources is moderate, given the amount of disturbance across the project area and the history of land use, no significant historic period archaeological sites or built features are anticipated within the project area. Eight memorial trees were planted, and plaques installed in remembrance of the founders, teachers, and staff of the Parnell Girls School. Five of the eight trees with memorial plaques are proposed to be preserved in place and three will be removed and replaced on-site. All families were notified of the project by City staff.

Parnell Park was originally developed between 1964 and 1966 with a baseball field, basketball court, restroom, play and picnic areas, swimming pool, petting zoo, and community building (no longer extant). It was expanded circa 2006 with the current Community and Senior Center and Storybook Zoo. The park is landscaped with groundcover and a variety of mature trees including white jacaranda trees among other tree species. Paved parking lots are located along the park's southern, eastern, and northern boundaries. Park development is not identified as a significant theme in the City's Historic Resources Element. Parnell Park required evaluation for listing in the California Register as the park is over 50 years old. However, based on the criteria for listing in the CRHR, Parnell Park is ineligible under all criteria as it lacks significance within a historic context; consequently, since the white jacaranda trees proposed for removal were planted when the park was developed and Parnell Park is ineligible for listing in the California Register, the white jacaranda trees are not anticipated to have historic significance. Additionally, the resource was evaluated in accordance with Section 15064.5(a)(2)–(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it is not a historical resource for the purposes of CEQA.

Nonetheless, there is a potential for disturbing previously unknown historical resources during excavation into native soil due to the historic use of the site (i.e., agricultural use and Parnell Girls School). As such, the project would be required to comply with Mitigation Measure CUL-1. In the event that any subsurface cultural resources are encountered during earth-moving activities, Mitigation Measure CUL-1 would require all project construction efforts to halt within 50 feet of the find until an archaeologist evaluates the findings and makes recommendations. With implementation of Mitigation Measure CUL-1, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the CEQA Guidelines, and impacts would be reduced to less than significant levels.

***Mitigation Measures*:**

CUL-1 In the event that any subsurface cultural resources are encountered during earth-moving activities associated with the project, it is recommended that all work within 50 feet be halted until an archaeologist can evaluate the findings and make recommendations. Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, or quartzite toolmaking debris; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash, and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Historical materials might include wood, stone, or concrete footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, metal, glass, ceramics, and other refuse. The archaeologist may evaluate the find in accordance with federal, State, and local guidelines, including those set forth in the California Public Resources Code Section 21083.2, to assess the significance of the find and identify avoidance or other measures as appropriate. If suspected prehistoric or historical archaeological deposits are discovered during construction, all work within the immediate area of the discovery shall be redirected and the find must be evaluated by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology.

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

Less Than Significant Impact With Mitigation Incorporated. Based on the Cultural/Paleontological Resources Memorandum, the soils of the project area have been heavily impacted by development upon the surface and in the near-surface sediments. The soils in the project area consist of Urban land-Thums-Pierview complex and Urban land-Sorrento-Arbolado complex, which derive from discontinuous human-transported material over young alluvium derived from sedimentary rock. Near-surface deposits likely consist of imported fill. These soils are typically of low sensitivity for significant prehistoric resources. Thus, the Cultural/Paleontological Resources Memorandum determined that the archaeological sensitivity for potential unknown prehistoric archaeological sites within the project area is low. The SCCIC records search and pedestrian survey conducted as part of the Cultural/Paleontological Resources Memorandum identified no prehistoric or historical resources within the project site, and there are no previously recorded resources within a half-mile radius of the project area; refer to Response 4.5(a).

Nonetheless, there is a potential for disturbing previously unknown archaeological resources during excavation into native soil. As such, the project would be required to comply with Mitigation Measure CUL-1. With implementation of Mitigation Measure CUL-1, the project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines, and impacts would be reduced to less than significant levels.

***Mitigation Measures*:** Refer to Mitigation Measure CUL-1

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

***Less Than Significant Impact*.** Due to the level of disturbance on the project site and in the site vicinity, it is not anticipated that human remains, including those interred outside of dedicated cemeteries, would be encountered during earth removal or ground-disturbing activities. Nonetheless, if human remains are found, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the most likely descendant. If human remains are found during excavation, excavation must stop near the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with the aforementioned regulations, impacts related to the disturbance of human remains are less than significant.

***Mitigation Measures*:** No mitigation is required.

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4.6 ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in 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?			✓	

REGULATORY FRAMEWORK

State

California Building Energy Efficiency Standards (Title 24)

The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more.

California Green Building Standards (CAL Green)

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed CALGreen to meet the State's landmark initiative Assembly Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.[1]

California Energy Commission Integrated Energy Policy Report

In 2002, the California State Legislature adopted Senate Bill (SB) 1389, which requires the California Energy Commission (CEC) to develop an Integrated Energy Policy Report (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

[1] U.S. Green Building Council, *Green Building Costs and Savings*, https://www.usgbc.org/articles/green-building-costs-and-savings, accessed August 23, 2023.

The CEC adopted the 2022 Integrated Energy Policy Report Update (2022 IEPR Update) on February 28, 2023. The 2022 IEPR Update provides the results of the CEC's assessments of a variety of energy issues facing California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. Overall, the recent IEPR identifies actions the State and others can take that would strengthen energy resiliency, reduce GHG emissions that contribute to climate change, improve air quality, and contribute to a more equitable future.

Executive Order N-79-20

Executive Order N-79-20, issued September 23, 2020, directs the State to require all new cars and passenger trucks sold in the State to be zero-emission vehicles by 2035. Executive Order N-79-20 further states that all medium- and heavy-duty vehicles sold in the State will be zero-emission by 2045.

Local

Envision Whittier General Plan

The Resource Management Element of the Envision Whittier General Plan (General Plan) contains energy efficient goals and measures that would help implement energy efficient measures and subsequently reduce GHG emissions within the City. The followings are the applicable energy related goals and policies:

Goal 3: Energy efficiency and conservation measures that reduce air pollution and greenhouse gas emissions**.**

RM-3.1: Reduce emissions generated by motorized vehicles.

RM-3.2: Reduce energy use in municipal and construction operations.

RM-3.3: Support the use of energy-efficient design and renewable energy technologies in public and private spaces and development projects.

RM-3.4: Prioritize compact and equitable development that supports walking and biking to nearby destinations.

RM-3.5: Increase public awareness about climate change and encourage residents and businesses to become involved in improvement projects and lifestyle changes that help reduce greenhouse gas emissions**.**

Goal 6 A commitment to sustainability through progressive use of green building policies, practices, and technologies.

RM-6.1: Support energy efficiency through the Municipal Code and implementation of CalGreen standards.

Goal 7 Increased commitment to renewable energy sources.

THRESHOLD OF SIGNIFICANCE

In accordance with CEQA Guidelines, project impacts are evaluated to determine whether significant adverse environmental impacts would occur. This analysis will focus on the project's potential impacts and provide mitigation measure, if required, to reduce or avoid any potentially significant impacts that are identified. According to Appendix G of the CEQA Guidelines, the proposed project would have a significant impact related to energy, if it would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation (refer to Response 4.6(a)); and/or

- Conflict with or obstruct a State or local plan for renewable energy or energy efficiency (Refer to Response 4.6(b)).

CEQA Guidelines Appendix F is an advisory document that assists in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis on Response 4.6(a) relies on Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- Criterion 1: The project energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials maybe discussed.

- Criterion 2: The effects of the project on local and regional energy supplies and on requirements for additional capacity.

- Criterion 3: The effects of the project on peak and base period demands for electricity and other forms of energy.

- Criterion 4: The degree to which the project complies with existing energy standards.

- Criterion 5: The effects of the project on energy resources.

- Criterion 6: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Quantification of the project's energy usage is presented and addresses Criterion 1. The discussion on construction-related energy use focuses on Criteria 2, 4, and 5. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy demand analysis discusses Criteria 2, 4, and 6, and the building energy demand analysis discusses Criteria 2, 3, 4, and 5.

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

Less Than Significant Impact.

PROJECT-RELATED SOURCES OF ENERGY CONSUMPTION

This analysis focuses on two sources of energy that are relevant to the proposed project: electricity and transportation fuel for vehicle trips and off-road equipment associated with project construction and operations; natural gas consumption is not anticipated as the project does not propose new buildings on-site. The analysis of the operational electricity usage is based on the California Emissions Estimator Model version 2022.1 (CalEEMod) modeling results for the project. The project's estimated electricity consumption is based primarily on CalEEMod's default settings for the County, and consumption factors provided by the Southern California Edison (SCE), the electricity provider for the City and project site. The results of the CalEEMod modeling are included in Appendix A, *Air Quality/Greenhouse Gas/Energy Analysis*. It should be noted that original modeling assumed project construction to start in 2024 and be operational in 2025; while the project characteristics and construction details stay the same, the latest project update has changed project construction to start in 2025 and be operational in 2026. However, remodeling is not required as the original modeling results represent a conservative analysis, because construction and operational emission rates are lower in future years as technology advances, resulting in lower emissions.

The amount of operational fuel consumption was estimated using the California Air Resources Board's (CARB) EMission FACtor 2021 (EMFAC2021) computer program which provides projections for typical daily fuel usage in the County, and the project's annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction

fuel consumption is based on the project's construction equipment list, timing/phasing, and house of duration for construction equipment, as well as vendor, hauling, and construction worker trips.

The project's estimated energy consumption is summarized in Table 4.6-1, *Project and Countywide Energy Consumption*. As shown in Table 4.6-1, the project's energy usage would constitute an approximate 0.0001 percent increase over Los Angeles County's typical annual electricity consumption and the project is not expected to involve natural gas consumption. The project's construction off-road, construction on-road (vehicle), and operational vehicle fuel consumption would increase the County's consumption by 0.1825 percent, 0.0008 percent, and 0.0009 percent, respectively (**Criterion 1**).

Table 4.6-1
Project and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	Los Angeles County Annual Energy Consumption[2]	Percentage Increase Countywide[2]
Electricity Consumption	90 MWh	65,374,721 MWh	0.0001%
Fuel Consumption			
• Construction Off-Road Fuel Consumption[3]	76,491 gallons	41,923,518 gallons	0.1825%
• Construction On-Road Fuel Consumption	35,954 gallons	4,263,453,040 gallons	0.0008%
• Operational Automotive Fuel Consumption[3]	35,911 gallons	4,173,502,538 gallons	0.0009%

Notes:
1. As modeled in CalEEMod version 2022.1.
2. The project increases in electricity consumption is compared to the total consumption in Los Angeles County in 2021, the latest year available. The project increases in construction fuel consumption and operational automotive fuel consumption are compared with the projected Countywide fuel consumption in 2024 (construction year) and 2025 (first year of operation), respectively.
   Los Angeles County electricity consumption data source: California Energy Commission, *Electricity Consumption by County*, http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed August 13, 2023.
3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2021 model.

Refer to Appendix A for assumptions used in this analysis.

CONSTRUCTION-RELATED ENERGY CONSUMPTION

During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during demolition, grading, construction of proposed park improvements, and architectural coatings. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that heavy-diesel equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with latest U.S. Environmental Protect Agency (EPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (**Criterion 4**).

Substantial reduction in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than non-recycled materials.[2] The integration of

[2] California Department of Resources Recycling and Recovery, *Green Building Materials*, https://www.calrecycle.ca.gov/greenbuilding/materials#Material, accessed August 14, 2023.

green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source material.[3] The project-related incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. As indicated in Table 4.6-1, the project's fuel consumption from off-road construction equipment use would be approximately 76,491 gallons, which would increase fuel use in the County by 0.1825 percent. Also indicated in Table 4.6-1, the project's fuel consumption from on-road construction vehicle use would be approximately 35,954 gallons, which would increase fuel use in the County by 0.0008 percent. As such, construction would have a nominal effect on the local and regional energy supplies (**Criterion 2**). It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or State (**Criterion 5**). Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

OPERATIONAL ENERGY CONSUMPTION

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 4.6-1 provides an estimate of the daily fuel consumed by vehicle traveling to and from the project site. Based on the *Parnell Park Renovation Project – Vehicle Miles Traveled Assessment* (VMT Screening Memo) developed by Michael Baker International, Inc. (dated July 26, 2023), the proposed project would generate approximately 189 net new average daily trips. As indicated in Table 4.6-1, project operational daily trips are estimated to consume approximately 35,911 gallons of fuel per year, which would increase the County's automotive fuel consumption by 0.0009 percent. The project does not propose any unusual features that would result in excessive long-term operational fuel consumption (**Criterion 2**).

The key drivers of transportation-related fuel consumption are many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed project. Additionally, the project site would be located within 0.1 mile of the nearest bus stop and the project proposes to provide 11 spaces for electric vehicle (EV) charging stations, which would promote alternative mode of transportation and reducing fuel consumption (**Criterion 4** and **Criterion 6**).

Therefore, fuel consumption associated with vehicle trips generated by the project would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. A less than significant impact would occur in this regard.

Building Energy Demand

The CEC developed 2023 to 2035 forecasts for energy consumption and peak demand in support of the 2022 IEPR Update for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections. CEC forecasted baseline electricity consumption and natural gas grows at a rate of about 1.8 percent and 0.2 percent, respectively, annually through 2035.[4] As shown in Table 4.6-1, operational energy consumption of the project would represent approximately 0.0001 percent increase in electricity consumption over the current Countywide usage, which would be significantly below CEC's forecasts and the current Countywide usage. The project would not involve natural gas consumption as the project does not propose new buildings on-site.

[3] Ibid.

[4] California Energy Commission, Final 2022 Integrated Energy Policy Report Update, page 58 and page 62, May 10, 2023.

Therefore, the project would be consistent with the CEC's energy consumption forecasts. As such, the project would not require additional energy capacity or supplies (**Criterion 2**). The project would also consume energy during the same time periods as other surrounding developments. The energy consumption would be nominal and mostly occur during nighttime when lighting is needed. As a result, the project would not result in unique or more intensive peak or base period electricity demand (**Criterion 3**).

The project would be required to comply with the most current version of the Building Energy Efficiency Standards (commonly known as Title 24), which provide minimum efficiency standards related to lighting. The project would install high efficiency lighting throughout the park and its associated recreational facilities (soccer fields, bandshell, etc.) and would install EV charging stations. Compliance with the current 2022 Title 24 standards significantly reduces energy usage (**Criterion 4**).

Furthermore, the electricity provider, Southern California Edison (SCE), is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 60 percent of total procurement by 2030. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects will not result in the waste of the finite energy resources (**Criterion 5**).

Accordingly, the project would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact.

The City currently does not have a plan pertaining to renewable energy or energy efficiency. The applicable State plans and policies for renewable energy and energy efficiency include Title 24 standards, CALGreen Code, CPUC's Energy Efficiency Strategic Plan, and CEC's 2022 IEPR Update. The project would be required to comply with the latest Title 24 and CALGreen standards. Compliance with 2022 Title 24 standards and 2022 CALGreen Code would ensure the project incorporates energy efficient lighting throughout the park and its associated recreational facilities (soccer fields, bandshell, etc.) and EV charging infrastructure. Adherence to the 2022 Title 24 standards and 2022 CALGreen Code would also ensure consistency with the Energy Efficiency Strategic Plan strategies, the IEPR building energy efficiency recommendations. Additionally, per the RPS, the project would utilize electricity provided by SCE that would achieve at least 60 percent renewable energy by 2030. Because the project's per capita energy consumption would be significantly less than the existing regional (County) level, the project would be consistent with per capita energy reduction targets identified in Statewide plans and programs, such as the Energy Efficiency Strategic Plan and the IEPR.

The project would comply with all applicable energy goals and measures identified in the General Plan, as detailed in Table 4.6-2, *General Plan Energy Goal Consistency Analysis*. The General Plan contains energy efficient goals and measures that would help implement energy efficient measures and subsequently reduce GHG emissions within the City. Therefore, the project would result in less than significant impacts associated with General Plan goals and policies.

Table 4.6-2
General Plan Energy Goal Consistency Analysis

General Plan Goal/Strategy/Policy	Project Compliance
Goal 3: Energy efficiency and conservation measures that reduce air pollution and greenhouse gas emissions**.** ***RM-3.1:*** Reduce emissions generated by motorized vehicles. ***RM-3.2:*** Reduce energy use in municipal and construction operations. ***RM-3.3:*** Support the use of energy-efficient design and renewable energy technologies in public and private spaces and development projects. ***RM-3.4:*** Prioritize compact and equitable development that supports walking and biking to nearby destinations. ***RM-3.5:*** Increase public awareness about climate change and encourage residents and businesses to become involved in improvement projects and lifestyle changes that help reduce greenhouse gas emissions**.** **Goal 6** A commitment to sustainability through progressive use of green building policies, practices, and technologies. ***RM-6.1:*** Support energy efficiency through the Municipal Code and implementation of CalGreen standards. **Goal 7** Increased commitment to renewable energy sources.	**Consistent**. The project would comply with all applicable 2022 Title 24 and CALGreen codes at the time of construction. The project would install high efficiency lighting throughout the park and its associated recreational facilities (soccer fields, bandshell, etc.). The project would also replace the existing lighting in the parking lot with high efficiency lighting. Additionally, the project would install 11 electric vehicle (EV) charging stations, with an additional 33 parking spaces designated for future EV charging capability reducing the emissions generated by motorized vehicles. As such, the project is consistent with these policies.

Source: City of Whittier, *Envision Whittier General Plan*, December 2019.

Mitigation Measures: No mitigation is required.

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4.7 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
2) Strong seismic ground shaking?			✓	
3) Seismic-related ground failure, including liquefaction?			✓	
4) 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 waste water disposal systems where sewers are not available for the disposal of waste water?				✓
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

This section is partially based upon the *Updated Geotechnical Evaluation for Proposed Parnell Park Improvements, 15390 Lambert Road, Whittier, California* (Geotechnical Report), prepared by LGC Geotechnical, Inc., dated May 5, 2023; and the *Addendum to the Updated Geotechnical Evaluation for Proposed Parnell Park Improvements, 15390 Lambert Road, Whittier, California* (Geotechnical Addendum) prepared by LGC Geotechnical, Inc., dated June 1, 2023; refer to Appendix D, *Geotechnical Report*.

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

1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. Southern California, including the project area, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Alquist-Priolo Earthquake Fault Zone. According to the California Geological Survey's *Fault Activity Map of California* and the *Earthquake Zones of*

Required Investigation map, no active faults or Alquist-Priolo Earthquake Fault Zones traverse the project site.[1,2] The closest fault zone is the Whittier Fault, located approximately 2.35 miles to the northeast of the project site. The possibility of damage due to ground rupture is considered low since no known active faults are known to occur on-site. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

2) Strong seismic ground shaking?

Less Than Significant Impact. Southern California has numerous active seismic faults subjecting residents to potential earthquake and seismic-related hazards. Seismic activity poses two types of potential hazards for residents and structures, categorized either as primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Primary hazards can also induce secondary hazards such as ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires. Both primary and secondary hazards pose a threat to the community as a result of the project's proximity to active regional faults.

The Whittier Fault is located approximately 2.35 miles to the northeast of the project site. As such, the project site may be subject to strong seismic shaking during an earthquake event, as is the case with the vast majority of areas throughout southern California. The Geotechnical Report provides recommendations including, but not limited to earthwork, surface drainage and subsurface water infiltration, preliminary foundation design parameters and plan review, soil bearing and lateral resistance, soil corrosivity, pier footing design and construction, pavement, playground design recommendations, and retaining wall design considerations. With implementation of the recommendations contained in the Geotechnical Report to reduce potential geotechnical hazards and maximize structural stability and current California Building Code (CBC) requirements and regulations, impacts would be less than significant.

Mitigation Measures: No mitigation is required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction of cohesionless soils can be caused by strong vibratory motion due to earthquakes. Liquefaction is characterized by a loss of shear strength in the affected soil layers, thereby causing the soils to behave as a viscous liquid. Susceptibility to liquefaction is based on geologic and geotechnical data. River channels and floodplains are considered most susceptible to liquefaction, while alluvial fans have a lower susceptibility. Depth to groundwater is another important element in the susceptibility to liquefaction. Groundwater shallower than 30 feet results in high to very high susceptibility to liquefaction, while deeper water results in low and very low susceptibility.

Based on the Geotechnical Report, a portion of the project site is located within a liquefaction hazard zone; however, the results of the geotechnical field evaluation conducted as part of the Geotechnical Report found that the alluvial soils encountered below a depth of approximately 15 feet were generally found to be very dense, cohesive, and not considered to be susceptible to liquefaction. Overall, the potential for liquefaction and liquefaction-induced settlement was determined to be low. Nonetheless, the project would implement required seismic design features in conformance with current CBC and Municipal Code Section 15.02, *Building Code* requirements and regulations. The design measures are intended to maximize structural stability in the event of seismic-related ground failure, including liquefaction. Adherence to existing State and local building standards would minimize risks related to liquefaction to a less than significant level.

Mitigation Measures: No mitigation is required.

1 California Geological Survey, *Fault Activity Map of California*, https://maps.conservation.ca.gov/cgs/fam/App/, access July 18, 2023.
2 California Geological Survey, *Earthquake Zones of Required Investigation*, Map Viewer, https://maps.conservation.ca.gov/cgs/EQZApp/App/, access July 18, 2023.

4) Landslides?

No Impact. Landslides are a geologic hazard, with some moving slowly and causing damage gradually, and others moving rapidly and causing unexpected damage. Gravity is the force driving landslide movement. Factors that commonly allow the force of gravity to overcome the resistance of earth material to landslide movement include saturation by water, steepening of slopes by erosion or construction, alternate freezing or thawing, and seismic shaking.

Based on the California Geological Survey's *Earthquake Zones of Required Investigation*, the project site is not susceptible to seismically-induced landslides.[3] The topography of the site is relatively flat, and there are no existing topographical features considered capable of resulting in a landslide. The project would not expose people or structures to potential substantial adverse effects involving landslides, and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The primary concern in regard to soil erosion or loss of topsoil would be during the construction phase of the project. Grading and earthwork activities associated with construction of the park renovation would temporarily expose soils to potential short-term erosion by wind and water. However, all demolition and construction activities would be subject to compliance with current CBC regulations and the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Construction General Permit for construction activities; refer to Response 4.10(a). The NPDES Construction General Permit requires preparation of a Stormwater Pollution Prevention Plan (SWPPP), which would identify specific erosion and sediment control best management practices (BMPs) to be implemented in order to protect stormwater runoff during construction activities. The implementation of BMPs such as silt curtains, erosion control fiber mats, silt fences, sandbag barriers, and sediment traps would reduce the potential for sediment and storm water runoff containing pollutants from entering receiving waters.

At project completion, long-term operation of Parnell Park would be similar to existing conditions. Proposed on-site improvements would include new sports fields and an ADA-compliant playground with a splash pad, updated restrooms, picnic pavilions and lawns, upgraded pedestrian paths, lighting, landscaping and irrigation, and parking/circulation improvements. The project would result in a 49 percent increase in impervious area on-site as compared to existing conditions. However, the project proposes a project-specific stormwater quality control measures (e.g., runoff harvest and reuse system [rain barrel/cistern] to capture and reuse stormwater for irrigation), site design principles (e.g., maintain existing topography and drainage divides, maximize trees and other vegetation and promote the use of native/drought tolerant plants, and integrate vegetation-based stormwater quality control measures within parking lot islands and landscaped areas), and source control measures (e.g., storm drain message and signage, outdoor trash storage/waste handling areas, landscape irrigation practices, building materials, and animal care and handling facilities) to reduce potential stormwater quality impacts; refer to Section 4.10, *Hydrology and Water Quality*. Implementation of these BMPs would ensure that project operations would not have the potential to result in substantial soil erosion or loss of topsoil. As such, with adherence to existing CBC and NPDES requirements, project implementation would result in a less than significant impact regarding soil erosion.

Mitigation Measures: No mitigation is required.

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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. Based on the analyses provided in Responses 4.7(a)(3) and 4.7(a)(4), the project would not result in substantial impacts related to liquefaction or landslides. Further, according to the Geotechnical

[3] California Geological Survey, *Earthquake Zones of Required Investigation*, Map Viewer, https://maps.conservation.ca.gov/cgs/EQZApp/App/, access July 18, 2023.

Report, the potential for lateral spreading is considered very low due to the lack of liquefiable materials on-site. However, the project site is located within a seismically active area. With implementation of the recommendations contained in the Geotechnical Report to reduce potential geotechnical hazards and maximize structural stability, and current CBC requirements, impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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?

Less Than Significant Impact. Expansive soils are defined as soils possessing clay particles that react to moisture changes by shrinking (when dry) or swelling (when wet). The Geotechnical Report prepared for the proposed project determined that on-site soils are anticipated to have a medium to high expansion potential and included specific seismic design recommendations to reduce potential impacts, including recommendations regarding fill material, foundation design parameters, flatwork, and playground design guidelines. With implementation of the geotechnical recommendations to minimize potential for expansive soil hazards and compliance with current CBC regulations, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. No septic tanks or alternative wastewater disposal systems would be constructed as part of the project, and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. According to the Cultural/Paleontological Resources Memorandum, the project area is located within the Peninsular Ranges geomorphic province, specifically the Southern Coastline Geomorphic Sub-Province, which extends from San Diego to Point Conception. The geologic units underlying the project area are mapped as old alluvial fan deposits, undivided, which date to the middle to late Pleistocene (770,000 to 11,700 years ago), as well as Quaternary older alluvial deposits. Older surficial deposits are moderately to well consolidated, moderately sorted sand, clay, and silt with upper surfaces capped by moderate to well-developed pedogenic soils. The soils in the project area consist of Urban land-Thums-Pierview complex with 0 to 5 percent slopes and of Urban land-Sorrento-Arbolado complex with 2 to 9 percent slopes. Both complexes consist of human-transported material sourced from alluvium derived from sedimentary rock. The project area is located within the Los Angeles Plain ecoregion with nearly level floodplains and terraces and very gently to gently sloping alluvial fans.

As part of the Cultural/Paleontological Resources Memorandum, a records search was conducted by the Natural History Museum of Los Angeles County (NHMLAC) which provided negative results for previously known fossil localities within the project area. However, five localities were identified within 17 miles of the project area from similar sedimentary deposits as those found on-site. Additionally, a supplemental investigation was conducted as part of the Cultural/Paleontological Resources Report within a three-mile radius of the project site using the University of California Museum of Paleontology Locality Search and The Paleobiology Database. While these databases showed no previously identified fossil-bearing localities on-site, several localities have been reported within three miles of the project site containing micro-invertebrates of the Pliocene age as well as numerous vertebrate fossils of late Pleistocene age, such as fish, frogs, turtles, snakes, ducks, ground sloths, rabbits, rodents, coyotes, seals, bears, bobcats, mastodons, horses, camels, deer, and bison.

The NHMLAC records search results indicate that potential fossil-bearing units may underlie the project area since the same Pleistocene-age deposits outside the project area contain fossils. The Holocene-age deposits in the project area have low sensitivity, but Pleistocene-age alluvial sediments may underlie these younger sediments at a relatively shallow depth. Therefore, sediments in the project area are considered to have paleontological sensitivity increasing with depth. To reduce potential impacts to previously unknown paleontological resources, Mitigation Measure GEO-1 would require a Society of Vertebrate Paleontology (SVP) qualified paleontologist to monitor (full-time) ground disturbing activities within native Pleistocene-age soil and bedrock greater than 1.5 feet in depth. In the event that paleontological resources are encountered during ground disturbing activities, all construction activities within 100 feet of the find shall be temporarily halted and a qualified paleontologist shall evaluate the find. If the paleontologist finds that the resource is potentially significant, then the qualified paleontologist shall make recommendations for appropriate treatment in accordance with SVP guidelines for identification, evaluation, disclosure, avoidance, recovery, and/or curation, as appropriate. Any fossils recovered during mitigation shall be curated with an accredited and permanent scientific institution. With adherence to Mitigation Measure GEO-1, impacts regarding paleontological resources would be reduced to less than significant levels.

Mitigation Measures:

GEO-1 Prior to the start of ground disturbing activities, the City of Whittier shall retain a Society of Vertebrate Paleontology (SVP) qualified paleontologist to monitor or supervise full-time should ground disturbing activities occur into native Pleistocene-age soil and bedrock greater than 1.5 feet in depth. Ground disturbance refers to activities that would impact subsurface geologic deposits, such as grading, excavation, and boring. If no significant fossils have been recovered after 50 percent of excavation has been completed, full-time monitoring may be modified to weekly spot-check monitoring at the discretion of the qualified paleontologist. If the project paleontologist determines during the course of excavations that project excavations are located within fill or disturbed soils, or that the sensitivity for significant paleontological resources is otherwise low, then monitoring may be reduced or suspended at the project paleontologist's discretion. The determination to reduce or discontinue paleontological monitoring in the project area shall be based on the professional opinion of the qualified paleontologist regarding the potential for fossils to be present after a reasonable extent of the geology and stratigraphy has been evaluated.

In the event that paleontological resources are encountered during earth-disturbing activities, all construction activities within 100 feet of the discovery shall be temporarily halted. The qualified paleontologist shall evaluate the find. If the qualified paleontologist finds that the resource is not a significant fossil, then work may resume immediately. If the qualified paleontologist finds the resource is potentially significant, then the qualified paleontologist shall make recommendations for appropriate treatment in accordance with Society for Vertebrate Paleontology guidelines for identification, evaluation, disclosure, avoidance, recovery, and/or curation, as appropriate. The City shall determine the appropriate treatment of the find. Work cannot resume within the no-work radius until the City, through consultation as appropriate, determines that appropriate treatment measures have been completed to the satisfaction of the City. Any fossils recovered during mitigation shall be cleaned, identified, catalogued, and permanently curated with an accredited and permanent scientific institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County.

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4.8 GREENHOUSE GASES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			✓	

GLOBAL CLIMATE CHANGE

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 369 million tons of carbon dioxide (CO_2) per year.[1] Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane (CH_4) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO_2, CH_4, and nitrous oxide (N_2O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO_2 concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO_2 concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. As of July 2023, the highest monthly average concentration of CO_2 in the atmosphere was recorded at 420.97 ppm.[2]

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO_2e)[3] concentration is required to keep global mean warming below two degrees Celsius (ºC), which in turn is assumed to be necessary to avoid dangerous climate change.

REGULATORY FRAMEWORK

Federal

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to

[1] California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2020,* https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf, accessed July 28, 2023

[2] Scripps Institution of Oceanography, *Carbon Dioxide Concentration at Mauna Loa Observatory*, https://scripps.ucsd.edu/programs/keelingcurve/, accessed August 1, 2023.

[3] Carbon Dioxide Equivalent (CO_2e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence, it found that six GHGs (CO_2, CH_4, N_2O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF_6]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Clean Air Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

State

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500-38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 (Pavley Bill) should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then the California Air Resources Board (CARB) should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 375

Senate Bill (SB) 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities' strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, is required to provide each affected region with GHG reduction targets emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets are to be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding.

Executive Order S-3-05

Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the California Environmental Protection Agency (CalEPA) Secretary to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary is required to submit biannual reports to the Governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with Executive Order S-3-05, the CalEPA Secretary created the California Climate Action Team, made up of members from various State agencies and commissions. The Climate Action Team released its first report in March 2006, which proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Title 24, Part 6

The California Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6 of the California Code of Regulations (CCR) and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Part 6 of Title 24 requires the design of building shells

and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as "Title 24," became effective on January 1, 2023. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, strengthen ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Title 24 standards.

Title 24, Part 11

The 2022 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2023. The California Green Building Standards (CALGreen) is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed the green building standards to meet the goals of California's landmark initiative Assembly Bill (AB) 32, which established a comprehensive program of cost-effective reductions of greenhouse gases (GHGs) to 1990 levels by 2020. CALGreen was developed to (1) reduce GHGs from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.[4]

Senate Bill 32

Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). SB 32 authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

CARB Scoping Plan

On December 11, 2008, CARB adopted its *Climate Change Scoping Plan* (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. The Scoping Plan contains the main strategies California will implement to reduce CO_2e emissions by 174 million metric tons (MT), or approximately 30 percent, from the State's projected 2020 emissions levels of 596 million $MTCO_2e$ under a business as usual (BAU)[5] scenario. This is a reduction of 42 million $MTCO_2e$, or almost ten percent, from 2002 to 2004 average emissions, and requires the reductions in the face of population and economic growth through 2020.

The Scoping Plan calculates 2020 BAU emissions as the emissions that would be expected to occur in the absence of any GHG reduction measures. The 2020 BAU emissions estimate was derived by projecting emissions from a past baseline year using growth factors specific to each of the different economic sectors (e.g., transportation, electrical power, industrial, commercial, and residential). CARB used three-year average emissions, by sector, from 2002 to 2004 to forecast emissions to 2020. The measures described in the Scoping Plan are intended to reduce projected 2020 BAU emissions to 1990 levels, as required by AB 32.

[4] U.S. Green Building Council, Green Building Costs and Savings, https://www.usgbc.org/articles/green-building-costs-and-savings, accessed June 15, 2023.

[5] "Business as Usual" refers to emissions that would be expected to occur in the absence of GHG reductions; refer to http://www.arb.ca.gov/cc/inventory/data/bau.htm. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the "definition." It is broad enough to allow for design features to be counted as reductions.

AB 32 requires CARB to update the Scoping Plan at least once every five years. CARB adopted the first major update to the Scoping Plan on May 22, 2014. The 2014 Scoping Plan summarizes recent science related to climate change, including anticipated impacts to California and the levels of GHG reduction necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32. The 2014 Scoping Plan also looks beyond 2020 toward the 2050 goal, established in Executive Order S-3-05, and observes that "a mid-term statewide emission limit will ensure that the State stays on course to meet our long-term goal." The 2014 Scoping Plan did not establish or propose any specific post-2020 goals, but identified such goals adopted by other governments or recommended by various scientific and policy organizations.

On January 20, 2017, CARB released the proposed Second Update to the Scoping Plan, which identifies the State's post-2020 reduction strategy. The Second Update was finalized in November 2017 and approved on December 14, 2017, and reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The 2017 Scoping Plan Update establishes a new Statewide emissions limit of 260 million $MTCO_2e$ for the year 2030, which corresponds to a 40 percent decrease in 1990 levels by 2030.

On December 15, 2022, CARB released the *2022 Scoping Plan for Achieving Carbon Neutrality* (2022 Scoping Plan), which identifies the strategies achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of short-lived climate pollutants (SLCPs) and would include mechanical CO_2 capture and sequestration actions, as well as emissions and sequestration from natural and working lands and nature-based strategies. Under 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan.

Regional

Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

On September 3, 2020, the Regional Council of SCAG formally adopted *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments – Connect SoCal* (2020–2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the state-mandated reductions in GHG emissions through reduced per capita vehicle miles traveled (VMT). Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

It is acknowledged that on April 4, 2024, SCAG adopted the *2024-2050 Regional Transportation Plan/Sustainable Communities Plan* (2024-2050 RTP/SCS, also known as Connect SoCal 2024). However, as part of the approval process for any SCS, CARB must accept that metropolitan planning organization's determination that the SCS would achieve the identified GHG emission reduction targets in the SCS. In the case of SCAG's 2024-2050 RTP/SCS, CARB has indicated in a letter to SCAG dated March 29, 2024 that the technological methodology utilized to quantify GHG emission reductions does not accurately quantify operational emissions. Thus, as of the date of preparation of this IS/MND, CARB has not yet accepted SCAG's determination that the 2024-2050 RTP/SCS would achieve identified GHG reduction targets, and the timing for acceptance is unknown. Accordingly, this IS/MND analyzes the project's consistency with the currently approved 2020-2045 RTP/SCS.

Local

Envision Whittier General Plan

The Resource Management Element of the Envision Whittier General Plan (General Plan) contains energy efficient goals and measures that would help implement energy efficient measures and subsequently reduce GHG emissions within the City. The followings are applicable GHG related goals and policies:

Goal 3: Energy efficiency and conservation measures that reduce air pollution and greenhouse gas emissions**.**

RM-3.1: Reduce emissions generated by motorized vehicles.

RM-3.2: Reduce energy use in municipal and construction operations.

RM-3.3: Support the use of energy-efficient design and renewable energy technologies in public and private spaces and development projects.

RM-3.4: Prioritize compact and equitable development that supports walking and biking to nearby destinations.

RM-3.5: Increase public awareness about climate change and encourage residents and businesses to become involved in improvement projects and lifestyle changes that help reduce greenhouse gas emissions**.**

Goal 6 A commitment to sustainability through progressive use of green building policies, practices, and technologies.

RM-6.1: Support energy efficiency through the Municipal Code and implementation of CalGreen standards.

Goal 7 Increased commitment to renewable energy sources.

THRESHOLD OF SIGNIFICANCE

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions and gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus

on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the content of CEQA's requirements for cumulative impact analyses (CEQA Guidelines Section 15064(h)(3)).[6,7] A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.[8]

The City has not adopted a numerical significance threshold for assessing impacts related to GHG emissions nor has the South Coast Air Quality Management District (SCAQMD), CARB, or any other State or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the proposed project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with Statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of the project's GHG emissions impacts are not based on the amount of GHG emissions resulting from 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?

Less Than Significant Impact.

PROJECT-RELATED SOURCES OF GREENHOUSE GASES

Project-related GHG emissions include emissions from direct and indirect sources. Direct project-related GHG emissions include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. The California Emissions Estimator Model (CalEEMod), version 2022.1, was used to calculate direct and indirect project-related GHG emissions. The project would retain the existing Parnell Park Storybook Zoo, and the Parnell Park Community and Senior Center (Community and Senior Center). However, as a conservative analysis, emissions generated by the existing uses on-site were not modeled or deducted from project-generated emissions, except for mobile source emissions. Table 4.8-1, *Estimated Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions associated with the proposed project; refer to Appendix A, *Air Quality/Greenhouse Gas /Energy Analysis*, for CalEEMod outputs. It should be noted that original modeling assumed project construction to start in 2024 and be operational in 2025; while the project characteristics and construction details stay the same, the latest project update has changed project construction to start in 2025 and be operational in 2026. However, remodeling is not required as the original modeling results represent a conservative analysis, because construction and operational emission rates are lower in future years as technology advances, resulting in lower emissions.

6 California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action*, pp. 11-13, 14, 16, December 2009, https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final_Statement_of_Reasons.pdf, accessed August 2, 2023.

7 State of California Governor's Office of Planning and Research, *Transmittal of the Governor's Office of Planning and Research's Proposed SB97 CEQA Guidelines Amendments to the Natural Resources Agency*, April 13, 2009, https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, accessed August 2, 2023.

8 California Code of Regulations Section 15064(h)(3).

Table 4.8-1
Estimated Greenhouse Gas Emissions

Source	CO_2	CH_4	N_2O	Refrigerants	CO_2e
	Metric Tons/year[1]				
Direct Emissions					
Construction (amortized over 30 years)	17.63	<0.01	<0.01	0.01	17.93
Area Source	2.13	<0.01	<0.01	-	2.14
Mobile Source	235.0	0.10	0.01	0.40	239.0
Refrigerants	-	-	-	<0.01	<0.01
Total Direct Emissions[2]	***254.76***	***0.10***	***0.09***	***0.40***	***259.07***
Indirect Emissions					
Energy	21.8	<0.01	<0.01	-	21.9
Solid Waste	0.07	<0.01	<0.01	-	0.25
Water Demand	3.51	<0.01	<0.01	-	3.53
Total Indirect Emissions[2]	***25.38***	***0.03***	***0.01***	***-***	***25.68***
Total Project-Related Emissions[2]	***920.46 $MTCO_2e$/year***				
Notes: 1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model. 2. Totals may be slightly off due to rounding.					
Refer to Appendix A for assumptions used in this analysis.					

Direct Project-Related Sources of Greenhouse Gases

Construction Emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.[9] As shown in Table 4.8-1, the proposed project would result in 17.93 $MTCO_2e$ per year when amortized over 30 years (or a total of 538 $MTCO_2e$ in a 30 year duration).

Area Source. Area source emissions were calculated using CalEEMod. The project-related area source emissions include landscaping activities. The project would directly result in 2.14 $MTCO_2e$ per year from area source emissions; refer to Table 4.8-1.

Mobile Source. CalEEMod relies on the trip generation rates in the *Parnell Park Renovation Project – Vehicle Miles Traveled Assessment* (VMT Screening Memo) developed by Michael Baker International, Inc. (dated July 26, 2023). According to VMT Screening Memo, the proposed project would generate approximately 189 net new average daily trips. The project would result in approximately 239.0 $MTCO_2e$ per year of mobile source generated GHG emissions; refer to Table 4.8-1.

Refrigerants. Refrigerants are substances used in equipment for air conditioning and refrigeration. Most of the refrigerants used today are HFCs or blends thereof, which can have high GWP values. All equipment that uses refrigerants has a charge size (i.e., quantity of refrigerant the equipment contains), and an operational refrigerant leak rate, and each refrigerant has a GWP that is specific to that refrigerant. CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime, and then derives average annual emissions from the lifetime estimate. The project would directly result in less than 0.01 $MTCO_2eq/yr$ from refrigerants; refer to Table 4.8-1.

[9] The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008).

Indirect Project-Related Sources of Greenhouse Gases

Energy Consumption. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Southern California Edison (SCE) would provide electricity to the project site. The project would indirectly result in 21.9 $MTCO_2e$ per year due to energy consumption; refer to Table 4.8-1.

Solid Waste. Solid waste associated with operations of the proposed project would result in 0.25 $MTCO_2e$/year; refer to Table 4.8-1.

Water Demand. Water consumption from the proposed project were calculated using CalEEMod default values. Emissions from indirect energy impacts due to water supply would result in 3.53 $MTCO_2e$/year; refer to Table 4.8-1.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4.8-1, the total amount of project-related GHG emissions from direct and indirect sources combined would total 920.46 $MTCO_2e$ per year.

CONSISTENCY WITH APPLICABLE GHG PLANS, POLICIES, OR REGULATIONS

Consistency with the 2022 CARB Scoping Plan

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Provided in Table 4.8-2, *Consistency with the 2022 Scoping Plan: AB 32 GHG Inventory Sectors*, is an evaluation of applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan.

Table 4.8-2
Consistency with the 2022 Scoping Plan: AB 32 Inventory Sectors

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled (VMT)	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	**Consistent**. The project is located near public bus stops located along Scott Avenue and would promote alternative mode of transportation to reduce VMT. Additionally, the project site is surrounded by existing residential developments. Based on the VMT Screening Memo, the project meets the "Locally Serving Retail" Screening Criteria for land uses which means the proposed project is mostly used by the residents surrounding the park and would result in less VMT. . As such, the project would be consistent with this action.
Construction Equipment	
Achieve 25% of energy demand electrified by 2030 and 75% electrified by 2045	**Consistent.** The City of Whittier has not adopted an ordinance or program requiring electricity-powered construction equipment. However, if adopted, the project would comply with the applicable goals and policies requiring the use of electric construction equipment in the future. As such, the project would be consistent with this action.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025	**Consistent**. SB 1383 establishes targets to achieve a 50 percent reduction in the level of the Statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The law establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025. The project would comply with local and regional regulations and recycle or compost 75 percent of waste by 2025 pursuant to SB 1383. As such, the project would be consistent with this action.
Source: California Air Resources Board, *2022 Scoping Plan*, November 16, 2022.	

Consistency with 2020-2045 RTP/SCS

Table 4.8-3, *Project Consistency with 2020-2045 RTP/SCS*, shows the project's consistency with the five key SCS strategies found within the 2020-2045 RTP/SCS that help the region meet its regional VMT and GHG reduction goals, as required by the State. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 4.8-3
Project Consistency with 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** Although the project is not located in a HQTA or TPA, the project is located within close proximity to existing bus stops. Existing bus stops are located less than one mile to the east of the project site along Scott Avenue. Furthermore, the project site is surrounded by existing residential developments. Based on the VMT Screening Memo, the project meets the "Locally Serving Retail" Screening Criteria for land uses which means the proposed project is mostly used by the residents surrounding the park and would result in less VMT. Therefore, the project would focus growth near destinations and mobility options.
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	**PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.**	**Not Applicable.** The proposed project would not involve residential development; as such, this emissions reduction strategy is not applicable to the project.
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**HQTA, TPAs, NMA, Livable Corridors.**	**Consistent.** The project would include 11 electric vehicle (EV) charging stations to the existing parking lots. As such, the project would be consistent with this reduction strategy.

Table 4.8-3 (Continued)
Project Consistency with 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** As previously discussed, the proposed project would be located close to bus stops which would promote alternative modes of transportation. Additionally, the project would provide 11 electric vehicle charging stations. The project would include outdoor areas with landscaped planters, trees, recreational facilities, and seating. Further, the project would comply with sustainable practices included in the CALGreen Code and 2022 Title 24 standards. Thus, the project would be consistent with this reduction strategy.
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space	**Green Region, Urban Greening, Greenbelts and Community Separators.**	**Consistent.** The proposed project is a park renovation project in an urbanized area and would therefore not interfere with regional wildlife connectivity or agricultural land. The proposed project involves redevelopment of an existing park with associated recreational facilities. Therefore, project would be consistent with this reduction strategy.

Source: Southern California Association of Governments, *Connect SoCal: 2020-2040 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020.

Consistency with the Envision Whittier General Plan

The Resource Management Element includes goals and policies that promote GHG reduction within the City. The project's consistency with these goals and policies is discussed in Section 4.6, *Energy*. As depicted in Table 4.6-2, *Project Energy Use General Plan Consistency Analysis*, the proposed project would be consistent with the General Plan.

Conclusion

Consequently, the proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, including AB 32, SB 32, the 2022 Scoping Plan Update, the 2020-2045 RTP/SCS, and the General Plan goals and policies. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				✓
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?				✓

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

Less Than Significant Impact. The short-term construction process for the proposed project would not involve the routine transport, use, or disposal of hazardous materials. With the exception of utilizing typical construction materials/liquids such as gasoline, diesel fuels, and solvents for construction equipment, no other hazardous materials would be transported to or from the project site or used in the construction process. Fuels and solvents for construction would be stored and utilized pursuant to existing regulatory requirements. Therefore, short-term construction impacts would be less than significant in this regard.

The project proposes to renovate the existing Parnell Park. As a park facility, the proposed improvements would not involve the routine transport, use, or disposal of hazardous materials during long-term operations. No new land uses requiring hazardous materials would be constructed. Thus, implementation of the proposed project would not result in an impact in this regard.

Mitigation Measures: No mitigation is required.

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?

Less Than Significant Impact. One of the means through which human exposure to hazardous substances could occur is through accidental release. Incidents that result in an accidental release of hazardous substances into the environment can cause contamination of soil, surface water, and groundwater, in addition to any toxic fumes that might be generated. If not cleaned up immediately and completely, the hazardous substances can migrate into the soil or enter a local stream or channel causing contamination of soil and water. Human exposure of contaminated soil, soil vapor, or water can have potential health effects on a variety of factors, including the nature of the contaminant and the degree of exposure.

CONSTRUCTION IMPACTS

During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and federal law. As such, impacts in this regard would be less than significant.

OPERATIONAL IMPACTS

The project proposes to renovate the existing Parnell Park. As a park facility, the proposed improvements would not 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. No new land uses requiring the use of hazardous materials would be constructed. Thus, implementation of the proposed project would not result in an impact in this regard.

c) 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 closest school to the project site is Whittier Kindercare, a preschool located at 10704 Scott Avenue, directly west of the project site. However, the proposed project would not include any land uses that would generate hazardous emissions or handle significant quantities of hazardous or acutely hazardous materials beyond existing conditions. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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?

No Impact. Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB) to compile and update a regulatory sites listing (per the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Section 116395 of the Health and Safety Code. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations (CCR), to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of

hazardous waste. The project site is not listed pursuant to Government Code Section 65962.5.[1] Thus, no impact would result in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. The proposed project site is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport to the project site is the Fullerton Municipal Airport, located approximately 4.6 miles southeast of the project site at 4011 West Commonwealth Avenue in the City of Fullerton. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact With Mitigation. The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan. The City's *Natural Hazards Mitigation Plan* specifies all major public streets that serve as principal evacuation routes including Lambert Road where it bounds the project site to the north.[2] As discussed in Section 2.0, *Project Description*, existing northwestern ingress/egress driveway along Lambert Road would continue to be utilized while the second driveway would be removed and replaced with curb and gutter, parkway landscaping, and parking spaces. Existing driveways along Scott Avenue would be removed and replaced with curb and gutter, sidewalk, and parkway landscaping. The two existing ingress/egress driveways along Mulberry Drive would continue to be utilized but would be improved with a new apron. Construction staging plans and on-site parking and circulation plans would be reviewed by the Los Angeles County Fire Department and the Department of Public Works to ensure that the project's ingress/egress are adequate for accommodating emergency vehicles. During construction, partial lane closures may be necessary to accommodate the proposed improvements and utility connections. As such, Mitigation Measure TRA-1 would require a Traffic Management Plan (TMP) be prepared and implemented to ensure traffic flow and emergency access are maintained during the construction process. The TMP would include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use, among others. It is not anticipated that operation of the project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because the site activities would be confined within the existing Parnell Park. Therefore, with implementation of Mitigation Measure TRA-1, project implementation would not physically interfere with any adopted emergency response plans or evacuation plans, and impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure TRA-1.

g) 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 surrounded by urban/developed land and no wildland areas are present in the project vicinity. Additionally, as discussed in Section 4.20, *Wildfire*, the project site is not located in an area identified by the California Department of Forestry and Fire as a Very High Fire Hazard Severity Zone. Thus, there would be no impact in this regard.

1 California Environmental Protection Agency, *Cortese Listing*, https://calepa.ca.gov/sitecleanup/corteselist/, accessed June 11, 2023.
2 City of Whittier, *2015 Natural Hazards Mitigation Plan*, December 8, 2015.

Mitigation Measures: No mitigation is required.

4.10 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
1) Result in substantial erosion or siltation on- or off-site?			✓	
2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			✓	
3) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
4) Impede or redirect flood flows?			✓	
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

This section is partially based upon the *Preliminary Hydrology and Hydraulics Report, Parnell Park, 15390 Lambert Road, Whittier, California* (Hydrology Report), prepared by Tait & Associates, Inc., dated January 23, 2023; refer to Appendix E, *Hydrology Report*, and the *Preliminary Low Impact Development (LID) Plan* (LID Plan), prepared by Tait & Associates, Inc., dated August 5, 2022; refer to Appendix F, *LID Plan*.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollutant Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City of Whittier is within the jurisdiction of the Los Angeles RWQCB.

CONSTRUCTION IMPACTS

Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the current General Permit for Discharges from Construction Activities Construction General Permit Order 2022-0057-DWQ (Construction General Permit). Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

The Construction General Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP is required to identify Best Management Practices (BMPs) the discharger would use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP would contain a visual monitoring program; chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP.

The proposed park renovation would involve grading and excavation that disturbs at least one acre. Thus, the project is required to obtain a Construction General Permit. Moreover, as part of the project's compliance with NPDES requirements, the City would be required to prepare a Notice of Intent (NOI) for submittal to the Los Angeles RWQCB providing notification of intent to comply with the Construction General Permit. The City would also prepare and implement a project-specific SWPPP, which is required to outline the erosion, sediment, and non-stormwater BMPs, in order to minimize the discharge of pollutants at the construction site. These BMPs could include measures to contain runoff from the construction site, prevent sediment from disturbed areas from entering the storm drain system using structural controls (i.e., sand bags at inlets), and cover and contain stockpiled materials to prevent sediment and pollutant transport. Implementation of the BMPs detailed in the project-specific SWPPP would ensure runoff and discharges during the project's construction phase do not violate any water quality standards. Compliance with NPDES requirements would reduce short-term construction-related water quality impacts to a less than significant level.

OPERATIONAL IMPACTS

At project completion, long-term operation of Parnell Park would similarly have the potential for impacting drainage systems due to pollutants in stormwater runoff that could have the potential to affect tributary drainage features. However, the project is subject to the Los Angeles County Department of Public Works requirements in the *2014 Low Impact Development (LID) Standards Manual* under the "redevelopment that results in the creation or addition or replacement of 5,000 square feet or more of impervious surface area" category. Further, the City of Whittier is an active participant in implementing the *Lower San Gabriel River Watershed Management Program*, which requires pollutants in runoff generated on impervious surfaces be treated to the maximum extent prior to being released from development sites. Municipal Code Chapter 8.36, *Stormwater and Urban Runoff Pollution Prevention*, includes conditions and requirements established to control urban pollutant runoff into the City's stormwater system. Pursuant to Municipal Code Section 8.36.130, *Control of Pollutants from New Development and Redevelopments*, the City has evaluated the project for applicability of LID requirements to minimize operational impacts to water quality.

Based on the Hydrology Report, under existing conditions, there are three distinct drainage areas on-site. Within the northern parking area, stormwater currently sheet flows in a northwest direction toward Lambert Street (Outlet 1). From Lambert Street, stormwater is conveyed westerly via curb and gutter toward the intersection of Lambert Road and Cole Road. All flows then move southerly down Cole Road and are intercepted via a LACFCD catch basin located at the corner of Mulberry Drive and Cole Road. Outlet 2 is a grated inlet/parkway drainage structure that conveys the majority of on-site sheet flows to the curb and gutter in the cul-de-sac on Lindhall Way. Flows are then conveyed westerly via curb and gutter on Lindhall way to Cole Road. Stormwater then flows southerly along Cole Road to the aforementioned

LACFCD catch basin at the intersection of Cole Road and Mulberry Drive. Outfall 3 conveys sheet flows from the eastern and southern parking areas to Mulberry Drive. Flow is then conveyed westerly on Mulberry Drive via curb and gutter to the aforementioned catch basin at the corner of Mulberry Drive and Cole Road. All stormwater from the project site is conveyed to the LACFCD channel located on the south side of Mulberry Drive. Once stormwater enters the public storm drain system, the stormwater discharges to Leffingwell Creek, Coyote Creek, San Gabriel River, and is ultimately discharged to the Pacific Ocean.

In accordance with the County's and City's LID requirements and NPDES Permit No. CAS004001, Order No. R4-2012-0175, a project-specific LID Plan was prepared for the project to reduce pollutant discharges to the maximum extent practicable for the protection of water quality at receiving water bodies and the support of designated beneficial uses; refer to Appendix F. Based on the LID Plan, the project would follow the same drainage pattern as the existing site; however, in order to minimize stormwater pollutants of concern, the project proposes a project-specific stormwater quality control measure (i.e., runoff harvest and reuse system [rain barrel/cistern] to capture and reuse stormwater for irrigation), site design principles (i.e., maintain existing topography and drainage divides, maximize trees and other vegetation and promote the use of native/drought tolerant plants, and integrate vegetation-based stormwater quality control measures within parking lot islands and landscaped areas), and source control measures (i.e., storm drain message and signage, outdoor trash storage/waste handling areas, landscape irrigation practices, building materials, and animal care and handling facilities).

The site would maintain the three existing distinct drainage areas, similar to existing conditions. Within northern parking area, stormwater would continue to sheet flow in a northwest direction toward Lambert Street (Outlet 1). In the proposed condition, a portion of the drainage area for Outlet 2 would be diverted to drain southerly toward Outlet 3 to reduce the surface flows discharging to the residential neighborhood west of the project site. The remaining drainage area of Outlet 2 would continue to sheet flow to the existing parkway drainage structure near the western property boundary. Outfall 3 would continue convey sheet flows to Mulberry Drive. The proposed rainwater reuse system would be installed within the southern parking area. Precast catch basins would be installed at the southern corners of the main soccer field. The main soccer field and eastern soccer field would be developed with artificial turf atop a subsurface drainage system. Based on the Hydrology Report, the 10-year peak flow rate and the 50-year storm values would be slightly higher than existing conditions; however, secondary outflow from the BMP to the existing downstream storm drain infrastructure would be provided and the existing and proposed occupied structures would be protected from flooding in the 50-year storm event. Additionally, these minor increases are also offset by the capture and reuse of approximately 16,200 cubic feet of stormwater runoff for landscape irrigation. As such, less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The project site exists within a completely developed, urbanized area. The project would renovate the existing Parnell Park, which is not currently used for groundwater recharge. According to the *Updated Geotechnical Evaluation for Proposed Parnell Park Improvements, 15390 Lambert Road, Whittier, California* (Geotechnical Report) prepared for the project, groundwater was encountered at approximate depths of 18 and 21 feet below the ground surface (bgs) during subsurface excavations.[1] As such, the Geotechnical Report provided design parameters, including the recommendation that drilled pier foundations, if selected, terminate at a depth of 15 feet bgs so as not to encounter groundwater. Further, as discussed in Response 4.10(a) above, the project would adhere to existing NPDES requirements, including the preparation of a SWPPP, which would minimize short-term water quality construction impacts. Accordingly, the project would not result in substantial impacts to groundwater supplies or recharge during construction.

[1] LGC Geotechnical, Inc., *Updated Geotechnical Evaluation for Proposed Parnell Park Improvements, 15390 Lambert Road, Whittier, California,* May 5, 2023.

The proposed project would not include any land uses or facilities that would require groundwater extraction or have the capacity to substantially decrease groundwater supplies or recharge. Project improvements would include the construction of new sports fields and an ADA-compliant playground with a splash pad, updated restrooms, picnic pavilions and lawns, upgraded pedestrian paths, lighting, landscaping and irrigation, and parking/circulation improvements. The project would result in a 49 percent increase in impervious surface area on-site as compared to existing conditions (an increase of 63,746 square feet from the existing 130,344 square feet of impervious surfaces, for a total of 194,090 square feet of impervious surfaces). However, as noted above in Response 4.10(a), the project would install BMPs including runoff harvest and reuse, and a cistern with a pump to use for irrigation, in accordance with the NPDES Municipal Separate Storm Sewer System (MS4) permit for stormwater and non-stormwater discharges from the MS4 within the coastal watersheds of Los Angeles County (CAS004001, Order No. R4-2012-0175). The project would not have the capacity to substantively interfere with groundwater recharge, such that there would be a lowering of the groundwater table level during long-term operations. Thus, long-term operational impacts related to groundwater would be less than significant.

Mitigation Measures: No mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river or through the addition of impervious surfaces, in a manner which would:

1) Result in substantial erosion or siltation on- or off-site?

Less Than Significant Impact. Soil disturbance would temporarily occur during project construction due to earth-moving activities such as excavation, grading, and utility connections. Disturbed soils would be susceptible to erosion from wind and rain, resulting in sediment transport via stormwater runoff from the project site. The project would be subject to compliance with the requirements set forth in the NPDES Stormwater Construction General Permit for construction activities; refer to Response 4.10(a). Compliance with the NPDES requirements, including preparation of a SWPPP, would reduce the volume of sediment-laden runoff discharging from the site during construction. The implementation of BMPs (such as silt curtains, erosion control fiber mats, silt fences, sandbag barriers, and sediment traps) would reduce the potential for sediment and storm water runoff containing pollutants from entering receiving waters. Therefore, with compliance with NPDES requirements and the Construction General Permit, project implementation would not substantially alter the existing drainage pattern of the site during the construction process such that substantial erosion or siltation would occur. Impacts pertaining to erosion during construction would be less than significant.

The long-term operation of the proposed project would not have the potential to result in substantial erosion or siltation on- or off-site. At project completion, Parnell Park would be renovated with new sports fields and an ADA-compliant playground with a splash pad, updated restrooms, picnic pavilions and lawns, upgraded pedestrian paths, lighting, landscaping and irrigation, and parking/circulation improvements. The project would result in a 49 percent increase in impervious area on-site as compared to existing conditions. However, the project proposes a project-specific stormwater quality control measure (i.e., runoff harvest and reuse system [rain barrel/cistern] to capture and reuse stormwater for irrigation), site design principles (i.e., maintain existing topography and drainage divides, maximize trees and other vegetation and promote the use of native/drought tolerant plants, and integrate vegetation-based stormwater quality control measures within parking lot islands and landscaped areas), and source control measures (i.e., storm drain message and signage, outdoor trash storage/waste handling areas, landscape irrigation practices, building materials, and animal care and handling facilities) to reduce potential drainage impacts. Upon compliance with applicable laws and regulations, including NPDES requirements, impacts in this regard are anticipated to be less than significant.

Mitigation Measures: No mitigation is required.

2) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less Than Significant Impact. As noted in Response 4.10(a) and 4.10(c)(1) above, the quantity of stormwater discharge under post-development conditions would be similar to existing conditions. At project completion, Parnell Park would be renovated with enhanced park facilities. The project would result in a 49 percent increase in impervious area on-site as compared to existing conditions; however, the project would include control BMPs (i.e., runoff harvest and reuse system) to capture and reuse approximately 16,200 cubic feet of stormwater for irrigation, which would offset the minor increases in stormwater flow rates on-site during the 10-year and 50-year storm events. The stormwater conveyance facilities associated with the proposed project would adequately convey surface runoff to existing regional facilities and would not result in flooding on- or off-site. Thus, with adherence to the City design standards, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Refer to Responses 4.10(a) and 4.10(c)(1). The proposed project would result in an increase of impervious surfaces (63,746 square feet); however, drainage is anticipated to be similar to existing site conditions. Therefore, the development is not expected to exceed the capacity of the existing/planned stormwater drainage systems. Additionally, the project would be required to comply with existing NPDES requirements and the City's MS4 permit, which would ensure that potential water quality impacts are minimized to a less than significant level. Thus, impacts in this regard are anticipated to be less than significant.

Mitigation Measures: No mitigation is required.

4) Impede or redirect flood flows?

Less Than Significant Impact. Refer to Responses 4.10(c)(2) and 4.10(d).

Mitigation Measures: No mitigation is required.

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

No Impact.

FLOOD

According to the Federal Emergency Management Agency's Flood Map Service Center, the project site is located in an area of minimal flood hazard (Zone X).[2] As a result, no impacts would occur in this regard.

TSUNAMI

A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The project site is located approximately 23 miles east of the Pacific Ocean. Further, according to the California Department of Conservation's California Geologic Survey, the project site is located outside of the State tsunami hazard area.[3] No impacts would occur in this regard.

[2] Federal Emergency Management Agency, *Flood Insurance Rate Map* #06037C1842F, September 26, 2008.
[3] California Department of Conservation, California Geologic Survey, *California Tsunami Maps and Data,* https://www.conservation.ca.gov/cgs/tsunami/maps, accessed July 27, 2023.

SEICHE

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, or lake. The project site is located approximately 23 miles east of the Pacific Ocean and is not in the vicinity of a dam, reservoir, or lake capable of creating a seiche. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. The *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan) establishes water quality standards for ground and surface waters within the Los Angeles region, which includes the City, and is the basis for the Los Angeles RWQCB's regulatory programs.

The 2014 Sustainable Groundwater Management Act requires local public agencies and groundwater sustainability agencies in high- and medium-priority basins to develop and implement groundwater sustainability plans (GSPs) or prepare an alternative to a groundwater sustainability plan. The City is located within the Coastal Plain of Los Angeles – Central groundwater basin, which is designated as a Very Low priority basin.[4] Therefore, there is no groundwater sustainability plan established for the basin. However, the Water Replenishment District of Southern California developed the *Groundwater Basins Master Plan* (GBMP), which identifies projects and programs to enhance basin replenishment, increase reliability of groundwater resources, and improve and protect groundwater quality in the Los Angeles West Coast and Central groundwater basins.[5]

As stated, project construction and operations would comply with existing NPDES program requirements established by the Los Angeles RWQCB; refer to Response 4.10(a). Additionally, as discussed under Response 4.10(b), project implementation would not deplete groundwater supplies or interfere with groundwater recharge, such that there would be a net deficit in aquifer volume or lowering of the groundwater table level during long-term operations, nor would the project affect downstream water quality. As such, the project would not conflict with or obstruct implementation of the Los Angeles RWQCB's Basin Plan or Water Replenishment District of Southern California's GBMP. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation required.

[4] California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, https://gis.water.ca.gov/app/bp2018-dashboard/p1/, accessed July 27, 2023.

[5] Water Replenishment District of Southern California, *Groundwater Basins Master Plan*, September 2016.

4.11 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓

a) Physically divide an established community?

No Impact. Activities and features that could physically divide a community include, but are not limited to:

- Construction of major highways or roadways;
- Construction of storm channels;
- Closing bridges or roadways; and
- Construction of utility transmission lines.

The key factor with respect to this threshold is the potential to create physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community. The proposed project would not physically divide an established community as the project proposes to renovate the existing Parnell Park. The project site is in an urban, developed area surrounded by existing residential uses. Access to the project site would be provided via existing roads and driveways. The proposed project would not result in the realignment or closure of any existing roads. Thus, development of the proposed park renovation would not result in any physical division of an established community or neighborhood. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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?

***No Impact*.**

GENERAL PLAN CONSISTENCY

According to the General Plan Land Use and Community Character Element, Figure LUCC-4, *Land Use Policy Map*, the project site has a land use designation of Park. Table 4.11-1, *General Plan Consistency Analysis*, analyzes the project's consistency with applicable goals and policies in the General Plan Land Use and Community Character Element and Resource Management Element.

Table 4.11-1
General Plan Consistency Analysis

Applicable General Plan Policies	Project Consistency Analysis
Land Use and Community Character Element	
Policy LUCC-2.1: Activate and improve the pedestrian experience along Whittier Boulevard and Lambert Road (see Figure LUCC-1) by applying the following: • Separate potentially conflicting uses (vehicular, pedestrian, bicycle, etc.). • Prioritize pedestrian facilities and amenities. • Implement designated land uses (scale, density/intensity, intent, character, and built form).	Consistent. The project site is located along Lambert road within the area specified in Figure LUCC-1 of the Land Use and Community Character Element. As a park renovation project, the proposed project would include improvements to Parnell Park that would enhance the pedestrian experience, including enhanced pedestrian access and circulation to and throughout the park. Pedestrian pathways within the park would connect to pedestrian crossings, particularly at the Lambert Road/Scott Avenue crossing. This crossing would connect the park to the parking area as well as existing and proposed sidewalks. Street trees, landscaping, and sidewalk improvements would further activate the site perimeter.
Policy LUCC-2.2: Establish a continuity of streetscapes along Whittier Boulevard and Lambert Road that define the public realm, are scaled to the pedestrian experience, and reflect the City's cultural identity through public art, street furniture, landscaping, architectural character, materials, etc.	Consistent. Refer to response to Policy LUCC-2.1 regarding scaling to the pedestrian experience. Landscaping around the site perimeter, including frontages along Lambert Road, Scott Avenue, and Mulberry Drive would include Japanese honeysuckle understory as well as Chinese elm and Columbia London plane street trees. Pedestrian entrances to the park from the sidewalks along Lambert Road, Scott Avenue, and Mulberry Drive would also be enhanced with Boutin blue foxtail agave, white-striped century plants, blue chalksticks, new gold lantana, low-growing natal plum, variegated dwarf mat rush, little Becca flax lily, and monument signage.
Policy LUCC-5.1: Encourage active living, physical activity, health and wellness by creating and maintaining a green network that provides equitable access to recreational facilities, parks, trails, greenways, open spaces, gardens, etc.	Consistent. Refer to response to Policy LUCC-2.1 regarding pedestrian access to the project site. The project proposes renovations to the existing Parnell Park. The proposed park renovations would revitalize Parnell Park by adding a range of new sports and recreational facilities and bring the park facility up to current Americans with Disability Act (ADA) and safety standards, thus advancing the General Plan goal and policies of providing urban recreation, open spaces, and experiences that encourage active living, health, and wellness for all residents. Specifically, project improvements would include the construction of new sports fields, multi-use basketball and pickleball court, and an ADA-compliant playground and splash pad with upgraded picnic tables and pavilions, improvements to the existing Storybook Zoo, and the installation of a proposed Parnell Bowl Bandshell and Picnic Plaza, with access to community performances and events and picnic area with food truck service. All proposed recreational amenities, including the soccer fields, Storybook Zoo, basketball court, and multi-use/pickleball court would be open to the public and all facilities are accessible via the park's internal pathways.
Policy LUCC-6.2: Facilitate safe, convenient, and affordable access to basic services and community-based amenities.	Consistent. Refer to response to Policy LUCC-5.1. The project proposes renovations to the existing Parnell Park which would provide improved recreational services to the community. The park would be open to the public and, similar to existing conditions, would serve as a hub for community events, many

Applicable General Plan Policies	Project Consistency Analysis
	of which are free for admission. A bandshell is proposed which is intended to be used for community performances and events such as evening concerts occurring at the park. The bandshell would be oriented facing the main soccer field (lawn seating) and the adjacent picnic plaza (bench seating). The adjacent picnic plaza would include large, ADA-compliant community tables and community seating. The picnic plaza would include trash and recycling receptacles, shade trees and landscaping, and pedestrian connectivity. Other amenities would include new sports fields, a multi-use basketball and pickleball court, an ADA-compliant playground and splash pad with upgraded picnic tables and pavilions, and improvements to the existing Storybook Zoo.
Resource Management Element	
Policy RM-9.1: Provide a system of park, recreation facilities, and green spaces that allows any resident to access those facilities via an easy 10-minute walk or bike ride.	Consistent. Refer to response to Policy LUCC-2.1 regarding the proposed improved pedestrian access to Parnell Park. The project site is surrounded by residential uses. The proposed renovations would revitalize the park by adding a range of new sports and recreational facilities, thus providing urban recreation, open spaces, and experiences that encourage active living, health, and wellness for all residents. Specifically, the park renovations would include soccer fields, an improved Storybook Zoo, playground and splash pad, bandshell and picnic plaza, basketball court, multi-use/pickleball court, and shaded lawns, pavilions, and picnic seating throughout.
Policy RM-9.2: Provide pedestrian, bicycle, and transit connections to new and existing parks and recreation facilities to enhance use and access.	Consistent. The project proposes to renovate the existing Parnell Park; refer to response to Policy LUCC-2.1 regarding the proposed improved pedestrian access to Parnell Park. Additionally, the park is accessible via the existing Scott Avenue and Mulberry Drive bus stop along Scott Avenue. This bus stop, which serves the Los Angeles County Public Works' Sunshine Shuttle, Route A, would remain under the proposed project thereby providing transit riders continued access to the renovated park facilities.
Policy RM-9.3: Use creative or nontraditional methods to create additional park, recreation, and green spaces.	Consistent. Existing facilities at Parnell Park include a basketball court, softball field, play equipment, picnic tables, barbecues, restrooms, the Storybook Zoo, and the Parnell Park Community and Senior Center (Community and Senior Center). However, the park was last renovated with new playground equipment in 2009, which was removed in the Summer of 2024 as it no longer met current ADA standards. The proposed renovation would revitalize the park by adding a range of new sports and recreational facilities and bringing it up to current ADA and safety standards. Other modern enhancements proposed by the project include a splash pad (water play area with fountains), bandshell to be used for existing community events such as evening concerts, and a picnic plaza with food truck parking for interchanging dining options.
Policy RM-10.1: Improve existing and build new park spaces and recreation facilities responding to the community's changing demographics and needs.	Consistent. Refer to responses to Policy RM-9.2 and Policy RM-9.3, above.

Applicable General Plan Policies	Project Consistency Analysis
Policy RM-10.2: Enhance park aesthetics, lighting, and design to provide safe and environmentally responsible park and recreation spaces.	Consistent. The project proposes to plant approximately 207 trees, including street trees, throughout the park as well as install a variety of shrubs and grasses. The project proposes drainage improvements primarily in the southern parking area along Mulberry Drive and around the soccer fields. A rainwater reuse system would be installed within the southern parking area. Precast catch basins would be installed at the southern corners of the main soccer field. The main soccer field and eastern soccer field would be developed with artificial turf atop a subsurface drainage system. Other improvements around the soccer fields include perforated six-inch, eight-inch, and 12-inch storm drainpipes. Additionally, four sets of pole-mounted field lights would surround the main soccer field in the center of the park. The proposed bandshell would include stage lighting, and spotlighting would be incorporated into the landscaping at the bases of the surrounding trees.
Policy RM-10.3: Provide distinctive parks and recreation facilities that support places for social interaction, neighborhood/community identity, beauty, and livability through unique cultural, historic, and environmental features such as artwork, historic buildings, heritage trees, etc.	Consistent. Refer to responses to Policy LUCC-5.1, Policy LUCC-6.2, Policy RM-9.1, and Policy RM-9.3.
Source: City of Whittier, *Envision Whittier General Plan*, October 12, 2021.	

As analyzed in Table 4.11-1, the project would be consistent with applicable General Plan Land Use and Community Character Element and Resource Management Element policies and thus, no impact would occur in this regard.

MUNICIPAL CODE CONSISTENCY

According to the *City of Whittier Official Zoning Map*, dated December 13, 2024, the project site is zoned Parks and Urban Trails (PUT). Based Municipal Code Section 18.08.010, the PUT zone implements the General Plan Parks and Urban Trails land use category and the Parks Master Plan. Both the General Plan and Parks Master Plan have the goal of providing urban recreation and open spaces and experiences that contribute to complete neighborhoods for all residents; this goal is supported by the policy to "[e]ncourage active living, physical activity, health, and wellness by creating and maintaining a green network that provides equitable access to recreational facilities, parks, trails, greenways, open spaces, gardens, etc." The project represents the renovation and enhancement of the existing Parnell Park, thus fulfilling the intent of the zoning designation. As such, no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

4.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓

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?

No Impact. According to the California Department of Conservation's *Generalized Mineral Land Classification Map of Los Angeles County – South Half*, the project site is identified as Mineral Resource Zone 4 (MRZ-4).[1] MRZ-4 is defined as areas where geologic information does not rule out either the presence or absence of mineral resources; the MRZ-4 classification does not imply that there is little likelihood for the presence of mineral resources, but rather there is a lack of knowledge regarding mineral occurrence. Although the project site is classified as such, no mineral recovery activities have been known to occur or are planned on-site or in the project area. Furthermore, the site is not designated for mineral resource recovery in the General Plan. Operation of the park would not involve mineral resource extraction activities. The City is fully urbanized and developed and there are no existing or proposed mineral resource extraction activities occurring in the vicinity. Thus, development of the proposed project would not result in a loss of availability of the identified mineral resources and no impacts would occur.

Mitigation Measures: No mitigation is required.

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?

No Impact. Refer to Response 4.12(a).

Mitigation Measures: No mitigation is required.

[1] California Department of Conservation Division of Mines and Geology, *Generalized Mineral Land Classification Map of Los Angeles County – South Half*, 1994.

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4.13 NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

FUNDAMENTALS OF NOISE

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by several sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are several metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10 p.m. and 7 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

REGULATORY FRAMEWORK

State

The State Office of Planning and Research *Noise Element Guidelines* include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The *Noise Element Guidelines* contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL). A noise environment of 50 CNEL to 60 CNEL is considered to be "normally acceptable" for residential uses. The Office of Planning and Research recommendations also note that, under certain conditions, more restrictive standards than the maximum levels cited may be appropriate.

City of Whittier

Envision Whittier General Plan

The Envision Whittier General Plan (General Plan) Public Safety, Noise and Health Element (adopted October 12, 2021) contains goals and policies related to noise within the City. The General Plan goals and policies which apply to the proposed project are presented below.

Goal 10: Noise levels community-wide that allow residents to enjoy quiet neighborhoods and outdoor activities.

PSNH-10.1 Work toward the separation of buffering major roadways from noise-sensitive land uses such as residences, care facilities, schools, and hospitals.

PSNH-10.2 Consider steps to correct existing noise problems. Avoid future problems through design measures such as buffers and barriers or through abatement procedures.

PSNH-10.3 Control at their sources and sounds which exceed acceptable community noise levels.

PSNH-10.4 Consider noise impacts as part of the development review process, particularly the location of parking, recreational activities, crowd noises, ingress/egress/loading, and refuse collection areas relative to surrounding residential development and other noise-sensitive land uses.

PSNH-10.5 Use the provisions in the City's noise ordinance to abate unlawful noise.

PSNH-10.6 Enforce Municipal Code noise controls for construction projects.

PSNH-10.7 Minimize new residential or other noise-sensitive land use development in noise-impacted areas unless effective mitigation measures are incorporated into the project design to reduce outdoor activity area noise levels to a "normally acceptable" community noise equivalent level (CNEL).

PSNH-10.9 Regulate the use of sound-amplifying equipment to prevent impacts on sensitive receptors.

The City of Whittier General Plan Noise Element implies that their Land Use Compatibility Chart as shown in Table 4.13-1, *Noise and Land Use Compatibility Guidelines* should be used to assess stationary noise source impacts from one land use to another.

Table 4.13-1
Noise and Land Use Compatibility Guidelines

Land Use Category	Normally Acceptable[1] (dBA CNEL/L_{dn})	Conditionally Acceptable[2] (dBA CNEL/L_{dn})	Normally Unacceptable[3] (dBA CNEL/L_{dn})	Clearly Unacceptable[4] (dBA CNEL/L_{dn})
Residential, Low Density Single Family, Duplex, Mobile Homes	60	70	75	75+
Residential, multi-family	65	70	75	75+
Transient Lodging – Motels, Hotels	65	70	80	80+
Schools, Libraries, Churches, Hospitals, Nursing Homes	70	70	80	80+
Auditoriums, Concert Halls, Amphitheaters	N/A	70	N/A	70+
Sports Arena, Outdoor Spectator Sports	N/A	N/A	75	75+
Playgrounds Neighborhood Parks	70	70	75	75+
Golf Courses, Riding Stables, Water Recreation, Cemeteries	75	N/A	80	80+
Office Buildings, Business Commercial and Professional	70	77.5	77.5+	N/A
Industrial, Manufacturing, Utilities, Agricultural	75	80	80+	N/A

Notes:
1. Normally acceptable means that specified land uses are satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without and special noise insulation requirements.
2. Possibly acceptable means that new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed Nosie insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
3. Normally unacceptable means that new construction or development should generally be discouraged. If new construction or development does procced a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Sound walls, window upgrades, and site design modifications may be needed in order to achieve City standards.
4. Clearly unacceptable means that the new construction or development should generally not be undertaken.

Source: City of Whittier, *Envision Whittier General Plan*, Table PSNH-11, *Noise, 2021.*

City of Whittier Municipal Code

Chapter 8.32, Noise Control of the City of Whittier Municipal Code contains the City's noise standards. City of Whittier Ordinance 8.32.040(M) also limits noise that is allowed to emanate from one property to another. Specifically, late night disturbances of any kind that are plainly audible by inhabitants or occupants of any adjacent or neighboring residential properties or units or are plainly audible at a distance of 50 feet from a real property boundary, that occur during nighttime hours, would be prima facie evidence (considered fact until proved otherwise) of violation of subsection 8.32.040(M).

Construction Noise Standards. Construction noise sources are regulated within the City of Whittier Municipal Code Section 8.32.040(L), which states the following:

> *Erection or demolition of buildings, excluding owner resident additions or remodeling, and the grading and excavation of land including the use of blasting, the startup and use of heavy equipment such as dump trucks and graders and the use of jack hammers except on weekdays between the hours of 7:00 AM and 6:00 PM and on Saturdays 8:00 AM to 5:00 PM. The city manager may waive any or all of the provisions of this subsection in cases of urgent necessity, or in the interest of public health and safety. The provisions of this subsection may also be waived or modified pursuant to a conditional use permit or other development entitlement processed and issued in accordance with the applicable city requirements and procedures.*

City of Whittier Municipal Code Section 8.32.080, *Exemption and Waivers.* The following uses of any activity will be exempt from noise level regulations:

> *C. Outdoor Activities. The provisions of this chapter shall not apply to outdoor gatherings, public dances, shows and sporting and entertainment events, provided such events are conducted pursuant to a permit or license issued by the city relative to the staging of the events.*

D. Any noise resulting from activities of a temporary duration permitted by law and/or for which a waiver has been granted by the director.

E. Refuse collection trucks provided the trucks do not collect refuse between the hours of 9:00 PM and 5:00 AM.

F. Permitted construction during daytime hours.

EXISTING CONDITIONS

Stationary Noise Sources

Surrounding uses consists of residential, commercial, industrial, and institutional uses. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment and parking areas). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Noise Sources

Most of the existing noise in the project area is generated from vehicle sources along Lambert Road, Scott Avenue, and Mulberry Drive.

NOISE MEASUREMENTS

Three short-term noise measurements were taken on July 12, 2023, between the hours of 11:30 a.m. and 1:00 p.m. The noise measurement sites were representative of typical existing noise exposure at the nearest sensitive receptors to the project site. Short-term (L_{eq}) measurements are considered representative of the noise levels in the project vicinity. As shown in Table 4.13-2, *Short-Term Noise Measurements*, short-term noise levels during the daytime ranged from 49.2 to 66.2 dBA L_{eq}.

Table 4.13-2
Short-Term Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Time
NM-1	In front of Whittier Kinder Care 10704 Scott Ave, Whittier, CA 90604	66.2	49.5	78.9	11:51 a.m.
NM-2	Southwest intersection of Scott Avenue and Mulberry Drive	66.1	46.4	80.5	12:35 p.m.
NM-3	In front of 15308 Lindhall Way, Whittier, CA 90604	49.2	42.1	66.3	12:52 p.m.
Notes: L_{eq} = Equivalent Sound Level; L_{min} = Minimum Noise Level; L_{max} = Maximum Noise Level					
Source: Michael Baker International, 2023; refer to Appendix G.					

Meteorological conditions consisted of clear skies, warm temperatures, with light wind speeds (6 miles per hour), and low humidity. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute for Type I (precision) sound level meters. The results of the field measurements are included in Appendix G, *Noise Analysis*.

SENSITIVE RECEPTORS

Sensitive populations are more susceptible to the effects of noise than are the general population. Land uses considered sensitive by the State of California include schools, playgrounds, athletic facilities, hospitals, rest homes, rehabilitation centers, and long-term care and mental care facilities. Generally, a sensitive receptor is identified as a

location where human populations (especially children, senior citizens, and sick persons) are present. The nearest sensitive receptors are the existing single-family residences adjoining the project site to the west.

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?

Less Than Significant Impact. It is difficult to specify noise levels that are generally acceptable to everyone; noise that is considered a nuisance to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels or based on studies of the ability of people to sleep, talk, or work under various noise conditions. However, all such studies recognize that individual responses vary considerably. Standards usually address the needs of most of the general population.

SHORT-TERM NOISE IMPACTS

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. The proposed project would renovate the existing Parnell Park. Construction activities would occur over approximately 12 months and would include the following phases: demolition, grading, construction of proposed park improvements, and architectural coating. Ground-borne noise and other types of construction-related noise impacts typically occur during the initial demolition and grading phase. This phase of construction has the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in Table 4.13-3, *Maximum Noise Levels Generated by Construction Equipment*. It should be noted that the noise levels identified in Table 4.13-3 are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 4.13-3
Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)
Concrete Saw	20	90
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	20	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85

Note:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

Construction noise levels in the project vicinity would fluctuate depending on the particular type, number, and duration of usage for the varying equipment. The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment in the receptor's vicinity. Construction generally occurs in several discrete phases, with each phase requiring different equipment with varying noise characteristics. These phases alter the

characteristics of the noise environment generated on the proposed project site and in the surrounding community for the duration of the construction process.

Construction noise impacts generally happen when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time. Although the nearest sensitive receptors adjoin the project site to the west, construction activities are not expected to occur with 50 feet due to the setback distance. As indicated in Table 4.13-3, typical construction noise levels would range from approximately 77 to 90 dBA L_{max} at the sensitive receptors. These noise levels could intermittently occur for a few days when construction equipment is operating closest to the residential uses. The remainder of the time, the construction noise levels would be much less because the equipment would be working in an area further away from the existing sensitive uses. The City does not have established noise standards for construction activities if the construction activities occur within the allowable hours specified by the Whittier Municipal Code. Pursuant to Section 8.32.040(L), construction activities may only occur between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, and between the hours of 8:00 a.m. and 5:00 p.m. on Saturday. Construction activities are prohibited on Sundays and federal holidays. Project construction activities would occur within the allowable hours specified by the City of Whittier Municipal Code Section 8.32.040(L), and nighttime construction would not be required. As such, impacts would be less than significant in this regard.

LONG-TERM NOISE IMPACTS

Mobile Noise

Operation of the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. The most prominent source of mobile traffic noise in the project vicinity is along Lambert Road and existing noise levels range between 65 CNEL to 70 CNEL.[1] Based on the Envision Whittier General Plan, both Mulberry Drive and Scott Avenue are not considered a major roadway and thus, no noise contours were provided.

According to the *Parnell Park Renovation Project – Vehicle Miles Traveled Assessment* (VMT Screening Memo) developed by Michael Baker International, Inc. (dated July 26, 2023), the proposed project would generate approximately 189 net new average daily trips. According to the California Department of Transportation (Caltrans), a doubling of traffic (100 percent increase) on a roadway would result in a perceptible increase in traffic noise levels (3 dBA).[2] As such, the estimated daily trips from the proposed project would represent a nominal increase in daily traffic compared to existing traffic conditions on the surrounding roadways and would not have the potential to double traffic volumes. Therefore, a less than significant impact would occur in this regard.

Stationary Noise

Stationary noise sources associated with the proposed project would include parking activities and outdoor gathering areas. These noise sources are typically intermittent and short in duration. Noise has a decay rate due to distance attenuation, which is calculated based on the Inverse Square Law. Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.[3]

Parking Areas

Traffic associated with parking activities is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up and car pass-byes may be an annoyance to adjacent

1 City of Whittier, *Envision Whittier General Plan, PSNH-54,* https://www.cityofwhittier.org/home/showpublisheddocument/10936/637944306024570000, accessed on July 25, 2023.
2 California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol,* September 2013.
3 Cyril M. Harris, *Noise Control in Buildings*, 1994.

noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table 4.13-4, *Typical Noise Levels Generated by Parking Lots*.

Table 4.13-4
Typical Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	61 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	53 dBA L_{eq}
Source: Kariel, H. G., Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10, 1991.	

As shown in Table 4.13-4, parking activities can result in noise levels up to 61 dBA at a distance of 50 feet. The nearest sensitive receptors are the existing residential uses located approximately 22 feet west of the existing parking lot. It is noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in Table 4.13-4. Furthermore, the project proposes to improve the existing parking facilities within the project site. As such, parking activity noise currently exists within the adjacent project site and would not represent a new source of noise. Therefore, parking lot noise levels would not increase the existing ambient noise levels near the site; refer to Table 4.13-2. Impacts would be less than significant in this regard.

Outdoor Gathering Areas

The proposed project renovation would revitalize the park by adding a range of new sports fields (soccer, basketball and multi-use/pickleball court) and recreational facilities including a Parnell bowl bandshell and picnic plaza. The recreational components of the project have the potential to be accessed by groups of people intermittently for gathering, etc. Noise generated by groups of people (i.e., crowds) is dependent on several factors including vocal effort, impulsiveness, and the random orientation of the crowd members. Crowd noise is estimated at 60 dBA at one meter (3.28 feet) away for raised normal speaking.[4] This noise level would have a +5 dBA adjustment for the impulsiveness of the noise source, and a -3 dBA adjustment for the random orientation of the crowd members.[5] Therefore, crowd noise would be approximately 62 dBA at one meter from the source (i.e., the outdoor gathering areas).

Soccer Fields

Approximately four soccer fields of varying sizes would be constructed to accommodate a variety of athletic abilities and leagues within the community. The largest field would encompass the central portion of the park (main field) and include sideline seating and lighting. Two smaller fields would be located south of the existing Community and Senior Center, with the fourth field on the eastern side of the park, adjacent to surface parking along Scott Avenue. The smaller fields would not include any seating for the crowd and would be primarily used for practice. The main field would host soccer games intermittently and has the potential to be accessed by groups of people intermittently during the games. The nearest sensitive receptors would be the residential uses adjoining the project site to the west, located approximately 200 feet from the center of the main field. Average hourly noise levels resulting from soccer games are anticipated to be about 60 dBA L_{eq} at a distance of 100 feet from the center of the field.[6] Therefore, at a distance of 200 feet, noise levels resulting from soccer games would be approximately 54 dBA L_{eq} and would not exceed the City's noise standards for residential uses (i.e., 60 dBA for daytime) or the existing ambient noise levels of 49.2 dBA near the sensitive receptors; refer to Table 4.13-2. Thus, a less than significant impact would occur in this regard.

4 M.J. Hayne, et al, *Prediction of Crowd Noise*, Acoustics, November 2006.

5 Ibid.

6 Illingworth & Rodkin, Inc, *Valley Christian Center Sports Fields Improvement Project Environmental Noise Assessment,* June 4, 2018.

Parnell Bowl Bandshell and Picnic Plaza

Parnell Park currently hosts periodic events and entertainment for the surrounding community. During the park events, temporary/mobile audio equipment is utilized. The proposed bandshell is intended to be used for community performances and events such as evening concerts at the park. The bandshell would be oriented south, facing the proposed main soccer field (lawn seating) and the adjacent picnic plaza (bench seating). The nearest sensitive receptors would be the residential uses adjoining the project site to the west, located approximately 250 feet from the proposed bandshell. The bandshell would not result in any increase in the frequency of events at the park, nor would the audio equipment have a higher output than the equipment currently being used. As such, since community event and concert noise currently occur on-site, implementation of the proposed bandshell would not represent a new source of noise. Additionally, similar to existing conditions, temporary/mobile audio equipment would be utilized; a permanent sound system would not be installed in the bandshell. Further, noise levels that would result from outdoor activities including outdoor gatherings and entertainment events would be required to attain a duly authorized license or permit pursuant of Municipal Code Section 8.32.080 (C). As such, project noise associated with amplified noise from any event that would result in increased noise would be permitted with a duly authorized license or permit as per Municipal Code Section 8.32.080 (D). Thus, a less than significant impact would occur in this regard.

Basketball Court and Multi-Use/Pickleball Court

The southeastern corner of the park would include a new multi-use basketball and pickleball court facility. The basketball court currently exists within the project site and would not introduce a new source of noise. However, the additional courts could be utilized for pickleball, or other hard surface activities. A single pickleball game has the potential to generates noise levels of approximately 58.6 dBA L_{eq} at a distance of 30 feet.[7] The nearest sensitive receptors are located approximately 170 feet from the proposed pickleball courts to the south. At the distance of 170 feet, pickleball noise would be approximately 24 dBA, which would not exceed the City's noise standards for residential uses (i.e., 60 dBA for daytime) and would be lower than existing ambient noise levels of 66.1 dBA near the sensitive receptors; refer to Table 4.13-2. Thus, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Caltrans *Transportation and Construction Vibration Manual* identifies various vibration damage criteria for different building classes. This evaluation uses the Caltrans architectural damage criterion for continuous vibrations at new residential structures and modern industrial/commercial buildings of 0.5 inch-per-second (inch/second) PPV. The types of construction vibration impacts include human annoyance and building damage. Annoyance is assessed based on levels of perception, with a PPV of 0.01 inch/second being considered "barely perceptible," 0.04 inch/second as "distinctly perceptible," 0.1 inch/second as "strongly perceptible," and 0.4 inch/second as "severe." Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time.

Construction of the proposed project would occur over approximately 12 months and would include demolition, grading, construction of proposed park improvements, and architectural coatings. The highest degree of groundborne vibration

[7] Michael Baker International, *Golden Rain Foundation Pickleball Courts Relocation – Noise Technical Memorandum*, September 6, 2017.

would be generated during the grading phase due to the operation of bulldozers. Typical vibration produced by construction equipment is illustrated in Table 4.13-5, *Typical Vibration Levels for Construction Equipment*.

Table 4.13-5
Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second)	Approximate peak particle velocity at 50 feet (inches/second)
Loaded Trucks	0.076	0.0355
Large Bulldozers	0.089	0.0415
Small Bulldozer/Tractors	0.002	0.0014

Notes: NA = Not Applicable
Calculated using the following formula:

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.1}$$

where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*
D = the distance from the equipment to the receiver

Source: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, April 2020.

As indicated in Table 4.13.5, vibration velocities from typical heavy construction equipment operation would range from 0.002 to 0.089 inch/second PPV at 25 feet from the source of activity. The nearest structures to the project site are single-family residential buildings located immediately to the west of the project site. However, construction activities are expected to occur at approximately 50 feet from the nearest sensitive receptor buildings due to the setback distance. Groundborne vibration decreases rapidly with distance. As such, vibration velocities from typical heavy construction equipment operation would range from 0.0014 to 0.0415 inch/second PPV at 50 feet from the source of activity the construction activities. As a result, construction groundborne vibration would not be capable of exceeding the 0.50 inch/second PPV significance threshold for vibration to the nearest structures and a less than significant impact would occur in this regard.

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

No Impact. The proposed project site is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport to the project site is the Fullerton Municipal Airport, located approximately 4.6 miles to the southeast of the project site. The project is not located within the vicinity of a private airstrip. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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4.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓

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)?

No Impact. A project can induce population growth in an area, either directly (for example, by proposing new homes and/or businesses) or indirectly (for example, through extension of roads or other infrastructure). No residential uses would be developed as part of the project. Therefore, the project would not induce unplanned direct population growth in the City through new housing development.

The proposed project entails the renovation of park facilities within the existing Parnell Park. During the construction phase of the project, new temporary construction jobs would be created; however, given the temporary nature of the construction process and limited duration of construction, it is not anticipated that construction employees would relocate to the project area. Additionally, during project operations, it is anticipated that existing City staff or City subcontractors would operate and maintain park facilities. No increase in employment is anticipated as a result of project implementation. The proposed project would not include any new housing, commercial or industrial space, result in the conversion of adjacent land uses, or provide access to previously inaccessible areas. Therefore, the proposed project would not directly or indirectly induce substantial population growth. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

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

No Impact. The project site is located in an urbanized area and currently developed with the existing Parnell Park, including a Community and Senior Center building, pedestrian walkways, surface parking areas, and ornamental landscaping. There is no existing housing on-site. As such, project implementation would not displace any existing housing or residents and would not necessitate the construction of replacement housing elsewhere. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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4.15 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?				✓
2) Police protection?				✓
3) Schools?				✓
4) Parks?				✓
5) Other public facilities?				✓

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1) Fire protection?

No Impact. The Los Angeles County Fire Department provides fire protection services within the City. The Fire Department has three stations within the City. The nearest fire station to the project site is Fire Station 59 located at 10021 Scott Avenue (approximately 0.6-mile to the north). As a park renovation project, the project would not substantially increase the need for fire protection services. Additionally, as stated in Response 4.14(a), the proposed project would not directly or indirectly induce population growth within the City. Construction and operations of the renovated park facilities would not increase the likelihood of a fire or other hazard as compared to existing conditions on-site. Additionally, all proposed activities would be subject to compliance with requirements set forth in the California Fire Code and California Building Code related to fire safety. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

2) Police protection?

No Impact. The City of Whittier Police Department provides law enforcement services to the City, which operates one station/headquarters at 13200 East Penn Street, located approximately 3.1 miles northwest of the project site. As a park renovation project, the proposed project would not substantially increase the need for additional police protection services to the project site. The project would not directly or indirectly induce population growth within the City. As a result, project implementation is not anticipated to increase response times to the project site or surrounding vicinity or require the construction of new or physically altered police protection facilities. Further, as detailed in Section 2.5, security lighting occurs on-site and additional lighting would be installed throughout the project site. No impact would occur in this regard.

Mitigation Measures: No mitigation is required.

3) Schools?

No Impact. The proposed project would not directly result in any student generation, as no homes or other growth inducing uses are proposed. Implementation of the proposed project would not result in the need for the construction of additional school facilities, as the project would not result in an increase in population. Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

4) Parks?

No Impact. As a park renovation project, the project would not generate the need for new or physically altered park facilities. Rather, the proposed project would result in a beneficial impact as the renovations would revitalize the existing Parnell Park by adding a range of new sports and recreational facilities. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

5) Other public facilities?

No Impact. The proposed project does not include the construction of any new residential uses and would not substantially induce population growth, either directly or indirectly, within the City. Therefore, the proposed project would not result in increased demand for other public facilities, such as libraries or community centers, and no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

4.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
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?		✓		

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. The project proposes the renovation of the existing Parnell Park. As a recreational park facility, the project would not result in direct or indirect population growth that would result in increased use of recreational facilities in the project area. Although the project could introduce new park users to the area with the construction of new sports facilities, it would not increase the use of other existing neighborhood parks, regional parks, or recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. The project is anticipated to result in beneficial impacts with regard to the availability of recreational opportunities to the community in the project area consistent with the City's Park Master Plan. Therefore, impacts in this regard would be less than significant.

Mitigation Measures: 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 With Mitigation Incorporated. The proposed project would renovate an existing recreational park facility. As set forth throughout this Initial Study, the proposed project would not result in significant environmental impacts during short-term construction or long-term operations with incorporation of mitigation measures. Thus, the project would not include recreational facilities nor require construction or expansion of recreational facilities that would have an adverse physical effect on the environment.

As a park renovation project, the project would result in beneficial impacts in regard to recreational opportunities in the City consistent with the City's Park Master Plan. As noted above in Response 4.16(a), the proposed project would not increase the use of other existing neighborhood parks, regional parks, or recreational facilities. However, during the short-term construction process, Parnell Park would be temporarily closed to the public. Mitigation Measure REC-1 would be implemented to minimize impacts by requiring public notice of the temporary park closing to be posted on-site and online (for example, on the City's website). The notices would disclose the temporary park closure and inform park users of alternative recreational facilities within the City that may be accessed while Parnell Park is temporarily closed. Thus, with implementation of the mitigation measures described herein and Mitigation Measure REC-1, impacts in this regard would be less than significant.

Mitigation Measures:

REC-1 Prior to and during project construction, the City of Whittier shall ensure public notice is posted on-site and online (for example, on the City's website) related to the temporary closure of Parnell Park. The park

closure notifications shall provide park users with information related to alternative recreational facilities within the City that may be accessed while Parnell Park is temporarily closed.

4.17 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		✓		
b. Would the project conflict or be inconsistent with CEQA Guidelines section 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?		✓		

This section is primarily based upon the *Parnell Park Renovation Project – Vehicle Miles Traveled Assessment* (VMT Screening Memo) prepared by Michael Baker International, dated July 26, 2023; refer to Appendix H, *VMT Screening Memo*.

EXISTING CONDITIONS

Existing Roadway Network

The proposed project site is located at 15390 Lambert Road. Local access to the site is provided via Scott Avenue, Lambert Road, and Mulberry Drive. Lambert Road is designated as a Secondary Street (Augmented), and Scott Avenue is designated as a Secondary Street as shown on Figure MI-1, *Street Classification*, of the General Plan Mobility and Infrastructure Element. Mulberry Drive is located along the City and unincorporated South Whittier boundaries and, thus, the roadway designation is unknown.

Existing Transit Facilities

According to the General Plan Mobility and Infrastructure Element, Figure MI-3, *Bus Transit Routes*, transit services in the project area are provided by Los Angeles County Public Works' Sunshine Shuttle, Route A. The Scott Avenue and Lambert Road bus stop situated along Scott Avenue, adjacent to the project site, would remain in place.

Existing Pedestrian and Bicycle Facilities

According to the General Plan Mobility and Infrastructure Element, Figure MI-2, *Existing and Proposed Bike Facilities*, there is an existing Class III bike path along Scott Avenue and an existing Class II bike path along Mulberry Drive adjacent to the project site. Future Class I and Class II bike facilities are planned along Lambert Road adjacent to the project site.

Existing sidewalks occur along Lambert Road, Scott Avenue, and Mulberry Drive and within the park facility.

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

Less Than Significant Impact With Mitigation Incorporated.

ROADWAY FACILITIES

Refer to Response 4.17(b) for an analysis of potential project impacts related to roadway facilities.

TRANSIT, BICYCLE, AND PEDESTRIAN FACILITIES

As stated above, the Sunshine Shuttle, Route A, has an existing bus stop along Scott Avenue near the intersection of Lambert Road and Scott Avenue. Class II and Class III bicycle facilities occur along Mulberry Drive and Scott Avenue adjacent to the project site. Future bicycle facilities are planned along Lambert Road. Pedestrian facilities (sidewalk) occur along Lambert Road, Scott Avenue, and Mulberry Drive and within the park facility. Construction activities associated with the project may temporarily impact these facilities as temporary partial lane closures may be required during construction; however, these roadways would remain open to traffic at all times. During periods of partial lane closures, the City would be required to implement a temporary construction Traffic Management Plan (TMP) to maintain traffic flow and emergency access during the construction process (Mitigation Measure TRA-1). The TMP would include potential measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use, among others. With implementation of Mitigation Measure TRA-1, the project would not conflict with existing transit, bicycle, or pedestrian facilities, and impacts would be reduced to less than significant levels.

At project completion, operation of Parnell Park would not conflict with any program plan, ordinance, or policy addressing the City's existing transit, bicycle, or pedestrian network. Surrounding roadways, transit, bicycle, and pedestrian facilities would be restored to pre-project conditions upon the completion of construction. Thus, impacts would be less than significant.

Mitigation Measures:

TRA-1 Prior to project construction activities, the project City of Whittier shall prepare a construction Traffic Management Plan (TMP) for approval by the City Traffic Engineer. The TMP shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flagperson to direct traffic during heavy equipment use. The TMP shall specify that one direction of travel in each direction must always be maintained along Lambert Road, Scott Avenue, or Mulberry Drive throughout project construction. Bicycle lanes, pedestrian sidewalks, and bus stops shall remain open and accessible, to the greatest extent feasible, during construction or shall be re-routed to ensure continued connectivity while maintaining Americans with Disabilities Act (ADA) accessibility. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

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

Less Than Significant Impact. The VMT Screening Memo evaluates the project's vehicle miles traveled (VMT) impacts in accordance with the *City of Whittier's VMT Transportation Study Guidelines* (City VMT Guidelines; October 2021). According to the City VMT Guidelines, a project that has locally serving retail uses (including fitness center or health club, specialty retail, shopping center, grocery store, pharmacy, financial service/banks, restaurant, and café

uses) and that are 50,000 square feet or less can be presumed to result in a less than significant impact in regard to VMT.

The project land use is a recreational and fitness-oriented facility, similar to the type of land uses noted in the City's screening criterion. Additionally, the park activities that are anticipated during typical weekday and typical weekend operations are anticipated to be local serving in nature; refer to Section 2.0, *Project Description*. The VMT Screening Memo determined that the project meets the "Locally Serving Retail" Screening Criteria for land use projects. As such, additional VMT analysis is not required and impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

c) 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. The project does not propose changes to the City's circulation system such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways (e.g., farm equipment). For site access, the project proposes to utilize the existing northwestern ingress/egress driveway along Lambert Road, while the second driveway would be removed and replaced with curb and gutter, parkway landscaping, and parking spaces. Existing driveways along Scott Avenue would be removed and replaced with curb and gutter, sidewalk, and parkway landscaping. The two existing ingress/egress driveways along Mulberry Drive would continue to be utilized but would be improved with a new apron; refer to Exhibit 2-4, *Proposed Circulation and Parking*. As such, the project would not increase hazards due to geometric design features or incompatible uses and impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

d) Result in inadequate emergency access?

Less Than Significant Impact with Mitigation Incorporated. As stated, the project would be accessed via the existing northwestern ingress/egress driveway along Lambert Road and the two existing ingress/egress driveways along Mulberry Drive. The City's *Natural Hazards Mitigation Plan* specifies all major public streets that serve as principal evacuation routes including Lambert Road where it bounds the project site.[1] Construction staging plans and on-site parking and circulation plans would be reviewed by the Los Angeles County Fire Department and the Department of Public Works to ensure that the project's ingress/egress are adequate for accommodating emergency vehicles. Temporary partial lane closures may be required during construction; however, these roadways would remain open to traffic at all times. During periods of partial lane closures, the City would be required to implement a temporary construction TMP to maintain emergency access during the construction process (Mitigation Measure TRA-1). It is not anticipated that operation of the park would result in inadequate emergency access because the site activities would be confined within Parnell Park. Thus, with implementation of Mitigation Measure TRA-1, impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measures TRA-1.

[1] City of Whittier, *2015 Natural Hazards Mitigation Plan*, December 8, 2015.

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4.18 TRIBAL CULTURAL RESOURCES

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

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

In compliance with AB 52, the City of Whittier distributed letters on May 11, 2023, to Native American tribes notifying each tribe of the opportunity to consult with the City regarding the proposed project; refer to Appendix I, *AB 52 Consultation Documentation*. The tribes were identified based on a list provided by the Native American Heritage Commission (NAHC) or were tribes that had previously requested to be notified of future projects proposed by the City.

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:

1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact. As discussed in Response 4.5(a), no historic resources or sites listed or eligible for listing in a State or local register of historic resources are located on the project site. Therefore, no impacts related to historic tribal cultural resources defined in Public Resources Code Section 5020.1(k) would occur.

Mitigation Measures: No mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. As stated above, in accordance with AB 52, the City distributed letters on May 11, 2023 to Native American tribes notifying each tribe of the opportunity to consult with the City regarding the proposed project. The tribes had 30 days to respond to the City's request for consultation. On May 30, 2023, the Gabrieleño Band of Mission Indians – Kizh Nation formally requested consultation with the City. Consultation between City staff and the tribe occurred via email between May 30, 2023 through July 27, 2023.

As discussed in Section 4.5, *Cultural Resources*, due to the level of disturbance on-site and in the project vicinity, the soils of the project area have been heavily impacted by development. As such, it is not anticipated that tribal cultural resources would be encountered during ground-disturbing activities. However, during consultation with the City, the Gabrieleño Band of Mission Indians – Kizh Nation requested that a tribal monitor be present during all ground-disturbing activities to ensure potentially uncovered tribal cultural resources are not adversely impacted (Mitigation Measure TCR-1). As such, Mitigation Measure TCR-1 is included to reduce potential impacts to less than significant levels.

***Mitigation Measures*:**

TCR-1 **Retain a Native American monitor prior to commencement of ground-disturbing activities.** A qualified Native American monitor shall be retained prior to the commencement of any ground-disturbing activity for the project. The monitor shall complete daily logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to tribal cultural resources (TCRs). The monitor shall maintain monitoring logs and will identify and describe any discovered TCRs such as but not limited to Native American cultural and historical artifacts, remains, places of significance, and any discovered Native American (ancestral) human remains and burial goods. On-site tribal monitoring shall conclude upon the completion of all ground-disturbing activities and phases that may involve ground-disturbing activities associated with project construction. Upon discovery of any TCRs, all construction activities within approximately 50 feet of the discovery shall cease and shall not resume until the discovered TCR has been fully assessed by the qualified monitor.

4.19 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, or 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?			✓	

a) Require or result in the relocation or construction of new or expanded water, or 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

According to the General Plan EIR, water service for the project site is provided by the Suburban Water Systems, a public utility company that, like most water providers in the City, draws from groundwater aquifers in the San Gabriel Main Basin and Coastal Plain of the Los Angeles Central Basin. According to Suburban Water System's 2020 Urban Water Management Plan (UWMP), the provider's projected water demand for the City by 2045 would be 21,083 acre-feet per year (AFY) in a normal year, 21,462 AFY in a single dry year, and 20,287 AFY in multiple dry year scenarios. The 2020 UWMP indicates supply deficits in some scenarios. However, the groundwater supply is shared by two service areas and can be reallocated accordingly. Further, the water supply is supplemented with water purchased mainly from the Metropolitan Water District of Southern California (MWD), which finds that it is able to meet full service demands of its member agencies with existing supplies from 2025 through 2045 during normal years, single dry year, and multiple dry years.[1] Additionally, the provider utilizes recycled water purchased from the Upper San Gabriel Valley Municipal Water District for landscape irrigation.[2]

The project proposes new underground domestic water lines which would be installed primarily at the Zoo, splash pad, and restrooms, and connected to existing lines located within the northern parking lot and within the road right-of-way in Scott Avenue and Mulberry Drive. Domestic water improvements would include the installation of one-inch, 1.5-inch,

1 Suburban Water Systems, *2020 Urban Water Management Plan,* June 2021.
2 Ibid.

and two-inch domestic water pipes at a depth of 18 inches. Water for the splash pad is anticipated to be continuously recirculated on-site to minimize water usage and associated wastewater, thus representing a minor increase in water demand. Recycled, non-potable water would be used for site-wide landscape irrigation. The proposed project would not result in the implementation of new uses that consume a substantive amount of water (e.g., residential/industrial uses). Given that the 2020 UWMP accounts for increased demand as growth within the City occurs, and that the project is consistent with the City's planned growth under the General Plan, the project would be consistent with the assumptions of the 2020 UWMP for the project site. Thus, it is not anticipated that project implementation would require the relocation or construction of new or expanded water facilities that could result in significant environmental impacts. Impacts in this regard would be less than significant.

WASTEWATER

The City is within the jurisdiction of the Los Angeles RWQCB. The Los Angeles County Sanitation District No. 18 (LACSD) oversees the transport and treatment of all wastewater discharged to the City sewer system. According to the General Plan EIR, the wastewater generated by the City is treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a capacity of 400 million gallons per day (mgd) and currently processes an average flow of 259.7 mgd, or the Los Coyotes Water Reclamation Plant located in the City of Cerritos, which has a capacity of 37.5 mgd and currently processes an average flow of 21.3 mgd. The General Plan EIR states that LACSD bases its service needs on regional growth projections which incorporate in part the general plans of their served agencies including the City of Whittier. The additional wastewater generated by future growth under the General Plan (1.6 mgd) is within the excess capacity of the regional treatment facilities.

Temporary construction activities associated with the project would not generate substantial wastewater and would be short-term in nature. New underground sewer lines would be installed primarily at the Zoo, splash pad, and restrooms and connected to existing lines located along the northwestern boundary of the site and within the road right-of-way in Scott Avenue and Mulberry Drive. Sewer installations would include two-inch and six-inch sewer lines and a six-inch sanitary sewer cleanout. The project would renovate the existing Parnell Park with new sports fields and an ADA-compliant playground with a splash pad, updated restrooms, picnic pavilions and lawns, upgraded pedestrian paths, lighting, landscaping and irrigation, and parking/circulation improvements; the Community and Senior Center would remain as is. It is anticipated that operation of the proposed park renovations would result in a similar demand for wastewater treatment and disposal compared to existing conditions; water for the splash pad is anticipated to be continuously recirculated on-site to minimize water usage and associated wastewater, thus representing a nominal increase in wastewater treatment demand. Additionally, as stated above, LACSD accounts for regional growth projections, including those in the City; as the project is consistent with the City's planned growth under the General Plan, additional demand for the project would be met by the excess capacity of LACSD facilities. The project would be subject to standard connection fees collected by LACSD for all proposed development projects within its service area. These connection fees ensure that sufficient capacity is available and that the wastewater treatment requirements of the Los Angeles RWQCB are met. As such, a less than significant impact would occur in this regard.

STORMWATER

The storm drain system in the project area is operated by the Los Angeles County Flood Control District (LACFCD). Stormwater endpoint discharge is the Pacific Ocean via the San Gabriel River and its tributaries - Coyote Creek, La Mirada Creek, Leffingwell Creek, and Verde Creek.

As discussed in Section 4.10, *Hydrology and Water Quality*, stormwater drainage in the project area would be similar to existing conditions. The project proposes drainage improvements primarily in the southern parking area along Mulberry Drive and around the soccer fields. A rainwater reuse system would be installed within the southern parking area. Precast catch basins would be installed at the southern corners of the main soccer field. The main soccer field and eastern soccer field would be developed with artificial turf atop a subsurface drainage system. Perforated six-inch, eight-inch, and 12-inch storm drainpipes would be installed around the soccer fields. Aside from minor ancillary

connections to existing City storm drain facilities, no other drainage facilities would need to be constructed. As such, a less than significant impact would occur in this regard.

DRY UTILITIES

Dry utilities include electricity and telecommunications facilities. Electrical services to the project site are provided by Southern California Edison (SCE), and telecommunications by Charter. The project is not expected to involve natural gas consumption.

Project construction and operations would not increase dry utility use substantially above existing conditions in a manner that would require or result in the relocation or construction of new or expanded dry utilities facilities. As shown in Table 4.6-1, *Project and Countywide Energy Consumption*, the project's energy usage would constitute an approximate 0.0001 percent increase over Los Angeles County's typical annual electricity consumption and the project is not expected to involve natural gas consumption. As such, it is not anticipated that project implementation would require or result in the relocation or construction of new or expanded dry utilities. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

b) 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 described in Response 4.19(a), based on the water providers 2020 UWMP, there would be adequate water supply to its service area under a normal supply and demand scenario, single dry-year supply and demand scenario, and multiple dry-year supply and demand scenario through 2045. Thus, the 2020 UWMP accounts for increased demand as growth within the City occurs. The project is consistent with the City's planned growth under the General Plan and, as such, would be consistent with the assumptions of the UWMP for the project site. Further, the project would be required to comply with water efficiency standards in the 2022 California Building Energy Efficiency Standards and CALGreen or the most current standards at the time of project construction. As such, impacts related to water supply in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

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?

Less Than Significant Impact. Refer to Response 4.19(a). Temporary construction activities associated with the project would not generate substantial wastewater and would be short-term in nature. New underground sewer lines would be installed and connected to existing lines, primarily at the restrooms. Sewer installations would include two-inch and six-inch sewer lines and a six-inch sanitary sewer cleanout. The project would renovate the existing Parnell Park. The Community and Senior Center would remain as is. It is anticipated that the operation of the proposed park renovations would be similar to existing conditions. Therefore, the project's impacts to wastewater treatment would be less than significant.

Mitigation Measures: No mitigation is required.

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?

Less Than Significant Impact. Solid waste services at the project site are provided by Athens Services, which then transfers waste to Savage Canyon Landfill, located at 13919 Penn Street. The Savage Canyon Landfill has a daily

permitted capacity of 3,350 tons per day and a maximum permitted capacity of 19,337,450 cubic yards (with a remaining capacity of 9,510,833 cubic yards). [3]

CONSTRUCTION

During short-term construction, the project may require the disposal of debris during the grading/excavation process (soil, asphalt, etc.) that would require disposal at local/regional landfills. The generation of these materials would be short-term in nature, and would not have the capability to substantially affect the capacity of local/regional landfills. Additionally, all construction activities would be subject to conformance with relevant federal, State, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The project would also be required to demonstrate compliance with CALGreen, which includes design and construction measures that act to reduce construction-related waste though material conservation measures and other construction-related efficiency measures. Compliance would be verified by the City through review of project plans and specifications. Compliance with these programs would ensure the project's construction-related solid waste impacts are less than significant.

OPERATION

As a park renovation project, the project would not implement any new land uses or development that would be capable of generating substantial amounts of solid waste during long term operations that would greatly exceed average per capita garbage generation rates or substantially decrease the amount of space in the Savage Canyon Landfill. Solid waste disposal off-site would comply with all local, State, and federal requirements. The Savage Canyon Landfill would continue to serve the proposed project site and has sufficient permitted capacity to accommodate the project's solid waste disposal needs. In addition, as noted above, the project would be required to adhere to the requirements of AB 939 and CALGreen to minimize solid waste generation. Therefore, impacts related to solid waste would be less than significant.

Mitigation Measures: No mitigation is required.

e) Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Refer to Response 4.19(d). The project would comply with all federal, State, and local statutes (including AB 939 and CALGreen) and regulations related to solid waste management and reduction during construction and operations. As such, the project would comply with federal, State, and local management and reduction statutes and regulations related to solid waste, and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

[3] CalRecycle, *Site Activity Details: Savage Canyon Landfill (19-AH-0001)*, https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/3494?siteID=1399, accessed July 27, 2023.

4.20 WILDFIRE

If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				✓

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to the California Department of Forestry and Fire, the project site is not located within or near a State responsibility area or identified as a Very High Fire Hazard Severity Zone.[1] Therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

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?

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation is required.

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?

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation is required.

[1] Cal Fire, *Very High Fire Hazard Severity Zones Viewer*, https://egis.fire.ca.gov/FHSZ/, accessed June 11, 2023.

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?

No Impact. Refer to Response 4.20(a).

Mitigation Measures: No mitigation is required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to 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, 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?		✓		

a) Does the project have the potential to 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, 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 Impact With Mitigation Incorporated. As detailed in Section 4.4, *Biological Resources*, no impacts would occur to any special-status plant or wildlife species known to occur in the project area. However, the proposed project may result in the removal of ornamental vegetation on-site, which could impact nesting birds protected by the Migratory Bird Treaty Act. Implementation of Mitigation Measure BIO-1 would minimize potential impacts to nesting birds to less than significant levels. As such, the project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

Further, as indicated in Section 4.5, *Cultural Resources*, Section 4.7, *Geology and Soils*, and Section 4.18, *Tribal Cultural Resources*, project implementation is not anticipated to result in adverse impacts to historical, archaeological, paleontological, and tribal cultural resources upon implementation of Mitigation Measures CUL-1, GEO-1, and TCR-1. Mitigation Measure CUL-1 would require construction activities to halt if previously unknown archaeological resources are inadvertently discovered. A qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards for archaeology would evaluate the find and make appropriate recommendations. Mitigation Measure GEO-1 would require a Society of Vertebrate Paleontology (SVP) qualified paleontologist to monitor (full-time) ground disturbing activities within native Pleistocene-age soil and bedrock greater than 1.5 feet in depth. In the event that paleontological resources are encountered during ground disturbing activities, all construction activities within 100 feet of the find shall be temporarily halted and a qualified paleontologist shall evaluate the find. If the paleontologist finds that the resource is potentially significant, then the qualified paleontologist shall make recommendations for appropriate treatment in accordance with SVP guidelines for identification, evaluation, disclosure,

avoidance, recovery, and/or curation, as appropriate. Any fossils recovered during mitigation shall be curated with an accredited and permanent scientific institution. Mitigation Measure TCR-1 would ensure a Native American monitor is present during all project ground-disturbing construction activities to evaluate any potential culturally significant finds. In the event that human remains are discovered, those remains would require proper treatment, in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, Health and Safety Code Section 7050.5 describes the requirements if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the most likely descendant. If human remains are found during excavation, excavation must stop near the find and any area that is reasonably suspected to overlay adjacent remains until the County Coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. As such, upon implementation of recommended mitigation measures, the project is not anticipated to eliminate important examples of the major periods of California history or prehistory and impacts would be less than significant in this regard.

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 With Mitigation Incorporated. The proposed project involves the renovation of an existing park. The proposed project would not result in substantial population growth within the area, either directly or indirectly. Although the project may incrementally affect other resources that were determined to be less than significant, the project's contribution to these effects is not considered "cumulatively considerable," in consideration of the relatively nominal impacts of the project and mitigation measures provided.

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

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed project's potential impacts related to air quality, geology and soils, greenhouse gases, noise, and other issues. As concluded in these previous discussions, the proposed project would result in less than significant environmental impacts with 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.

4.22 REFERENCES

The following references were utilized during preparation of this Initial Study. The documents are available for review at the City of Whittier Community Development Department, Planning Services Division located at 13230 Penn Street, Whittier, California 90602, and online at the following websites.

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4.23 REPORT PREPARATION PERSONNEL

LEAD AGENCY & PROJECT APPLICANT

CITY OF WHITTIER
13230 Penn Street
Whittier, CA 90602
562.567.9500

Kyle Cason, Director of Public Works

CEQA CONSULTANT

MICHAEL BAKER INTERNATIONAL
5 Hutton Centre Drive, Suite 500
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949.472.3505

Alan Ashimine, Project Director
Jessica Ditto, Project Manager
Allie Beauregard, Environmental Analyst
Zhe Chen, Air Quality/GHG/Noise Specialist
Carla Dietrich, PE, PTOE, Transportation Manager
James Daniels, Cultural Resources Specialist
Jeanette Cappiello, Graphic Artist

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5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City of Whittier prepare a mitigated negative declaration for the Parnell Park Renovation Project. We find that the proposed project could result in potentially significant environmental impacts, but that mitigation measures have been identified that reduce such impacts to less than significant levels. We recommend that the second category be selected for the City of Whittier's determination (see Section 6.0, *Lead Agency Determination*).

12/10/2024
Date

Jessica Ditto, Project Manager
Michael Baker International

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6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

Signature: Kyle Cason

Title: Director

Printed Name: Kyle Cason

Agency: City of Whittier, Public Works Department

Date: 12/10/24

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