Draft Initial Study/Mitigated Negative Declaration

Furman Park Stormwater Capture and Infiltration Project (CIP 22-14)
City of Downey, California

Prepared for

City of Downey
11111 Brookshire Avenue
Downey, California 90241

Prepared by

Psomas
150 South Arroyo Parkway, Suite 102
Pasadena, California 91105
T: (626) 351-2000

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TABLE OF CONTENTS

Section		Page
1.0	**Introduction**	**1-1**
1.1	California Environmental Quality Act	1-1
1.2	Project Overview	1-1
2.0	**Environmental Setting and Project Description**	**2-1**
2.1	Project Location	2-1
2.2	Project Background and Need	2-1
2.3	Project Site and Surrounding Area Setting	2-2
2.4	Project Description	2-2
2.5	Discretionary Approvals	2-5
3.0	**Environmental Checklist Form**	**3-1**
3.1	Aesthetics	3-4
3.2	Agriculture and Forestry Resources	3-8
3.3	Air Quality	3-11
3.4	Biological Resources	3-22
3.5	Cultural Resources	3-27
3.6	Energy	3-34
3.7	Geology and Soils	3-37
3.8	Greenhouse Gas Emissions	3-43
3.9	Hazards and Hazardous Materials	3-47
3.10	Hydrology and Water Quality	3-51
3.11	Land Use and Planning	3-56
3.12	Mineral Resources	3-57
3.13	Noise	3-59
3.14	Population and Housing	3-80
3.15	Public Services	3-81
3.16	Recreation	3-83
3.17	Transportation	3-85
3.18	Tribal Cultural Resources	3-88
3.19	Utilities and Service Systems	3-91

3.20 Wildfire 3-96
3.21 Mandatory Findings of Significance 3-99

4.0 Document Preparers and Contributors 4-1

5.0 References 5-1

TABLES

Table **Page**

1 Summary of Mitigation Measures 1-3
2 California and National Ambient Air Quality Standards 3-12
3 Attainment Status of Criteria Pollutants in the South Coast Air Basin 3-13
4 SCAQMD Regional Emissions Significance Thresholds (lbs/day) 3-15
5 Estimated Maximum Daily Construction Emissions (lbs/day) 3-17
6 Construction Phase Localized Significance Threshold Emissions 3-18
7 Cultural Resources Studies Near the Project Site 3-30
8 Cultural Resources Near the Project Site 3-31
9 Project Energy Consumption Estimates During Construction 3-35
10 Estimated Greenhouse Gas Emissions from Construction 3-45
11 Noise Levels for Common Events 3-60
12 FTA Construction Noise Criteria 3-64
13 Vibration Damage Threshold Criteria 3-65
14 Vibration Annoyance Criteria 3-65
15 Existing Measured Ambient Noise Levels 3-67
16 Measured Existing 24-hour Noise Levels 3-68
17 Construction Noise Levels at Noise-Sensitive Receptors 3-70
18 Spring 2025 Furman Park Baseball Fields Schedule and Projected Hours 3-74
19 Baseball Game Noise Levels 3-75
20 Estimated Project Construction Vibration Levels at Nearest Buildings 3-77
21 Vibration Levels from Pile Driving at Nearby Buildings 3-78

EXHIBITS

Exhibit **Follows Page**

1 Regional Location and Local Vicinity 2-1
2a Demolition Plan 2-3
2b Site Plan 2-3
3a–b Landscaping Plans 2-4
4 Noise Monitoring Locations 3-66

APPENDICES

Appendices

A CalEEMod Outputs
B Cultural Resources Record Search Results
C Energy Calculations
D-1 Geotechnical Report
D-2 Geotechnical Report Addendum No. 1
E Noise Calculations

ACRONYM LIST

µg/m^3	micrograms per cubic meter
^{0}F	degrees Fahrenheit
AAM	Annual Arithmetic Mean
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AF	acre-foot
APS	alternative planning strategy
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
C&D	Construction and demolition
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Prevention
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CalGEM	California Geologic Energy Management Division
CALGreen Code	California Green Building Standards Code
Caltrans	California Department of Transportation
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
cfs	cubic feet per second
CHRIS	California Historical Resources Information System
City	City of Downey
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO Protocol	Transportation Project Level Carbon Monoxide Protocol
Cortese List	Hazardous Waste and Substances Site List
County	County of Los Angeles
CRHR	California Register of Historical Resources
cy	cubic yards
DART	Downey Area Recycling and Transfer Facility
dB	decibel
dBA	A-weighted decibel scale
DG	decomposed granite
DLRP	Division of Land Resource Protection
DMC	Downey Municipal Code
DOC	California Department of Conservation
DPM	diesel particulate matter
EMFAC 2021	EMissions FACtor 2021 model
FEMA	Federal Emergency Management Agency

FHSZ	Fire Hazard Severity Zone
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
ft	feet
FTA	Federal Transportation Administration
General Plan	City of Downey General Plan
GHG	greenhouse gas
HMP	City of Downey 2024 Hazard Mitigation Plan
I	Interstate
in/sec	inches per second
IS/MND	Initial Study/Mitigated Negative Declaration
JWPCP	Joint Water Pollution Control Plant
km	kilometer
km/hr	Kilometers per hour
LAFCD	Los Angeles County Flood Control District
LARWQCB	Los Angeles Regional Water Quality Control Board
LAX	Los Angeles International Airport
lbs/day	pounds per day
L_{eq}	Average noise level
L_{eq} dBA	Average noise energy in A-weighted decibels
LLAR	Lower Los Angeles River
LLARWMG	Lower Los Angeles River Watershed Management Group
LLARWMP 2015	Lower Los Angeles River Watershed Management Program
L_{max}	maximum noise level
L_{min}	minimum noise level
LOS	Level of service
LST	localized significance threshold
m	meter
MBTA	Migratory Bird Treaty Act
mg/m^3	milligrams per cubic meter
MMRP	Mitigation Monitoring and Reporting Program
MMs	Mitigation Measures
mph	Miles per hour
MPOs	Metropolitan Planning Organizations
MRZ-1	Mineral Resource Zone-1 (an area with no significant mineral deposits)
MRZ-2	Mineral Resource Zone-2 (an area with significant mineral deposits)
MRZ-3	Mineral Resource Zone-3 (an area containing known mineral resources of undetermined significance)
MRZs	Mineral Resources Zones
MS4 Permit	Municipal Separate Storm Sewer System Permit Order No. R4-2012-0175
$MTCO_2e$	metric tons of carbon dioxide equivalent
$MTCO_2e/yr$	metric tons of carbon dioxide equivalent per year
NAAQS	National Ambient Air Quality Standards

NAHC	Native American Heritage Commission
NCCP/HCP	Natural Community Conservation Plan/Habitat Conservation Plan
NHM	Natural History Museum of Los Angeles County
NO_2	nitrogen dioxide
NOx	Oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O&M	Operations and maintenance
O_3	ozone
OHP	Office of Historic Preservation
OS	Open Space
O-S	Open Space zoning designation
Park	Furman Park
PM10	respirable particulate matter with a diameter of 10 microns or less
PM2.5	fine particulate matter with a diameter of 2.5 microns or less
ppm	parts per million
PPV	peak particle velocity
PRC	Public Resources Code
Project	Furman Park Stormwater Capture and Infiltration Project
RCNM	Roadway Construction Noise Model
RCP	reinforced concrete pipeline
rms	root mean square
ROGs	Reactive organic gases
ROW	Right-of-way
RPZ	Runway Protection Zone
RTP	Regional Transportation Plan
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South-Central Coastal Information Center
SCS	Sustainable Communities Strategy
SCWP	Los Angeles County Safe, Clean Water Program
SF	square feet
SGMA	Sustainable Groundwater Management Act
SLF	Sacred Lands File
SLM	Sound level meter
SMARA	Surface Mining and Reclamation Act of 1975
SO_2	sulfur dioxide
SoCAB	South Coast Air Basin
SoCalGas	Southern California Gas Company
SO_x	Oxides of Sulfur
SR	State Route
SRA	State Responsibility Area
State	State of California
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board

TACs	toxic air contaminants
TCP	Traffic Control Plan
TCR	Tribal Cultural Resource
TNM	Traffic Noise Model
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
UWMP	Urban Water Management Plan
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WMP	Watershed Management Program

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1.0 INTRODUCTION

1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

In accordance with the California Environmental Quality Act (CEQA) (*California Public Resources Code* Section 21000 et seq.) and the State CEQA Guidelines (*California Code of Regulations,* Title 14, Section 15000 et seq.), this Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared as documentation for the proposed Furman Park Stormwater Capture and Infiltration Project (Project).

Pursuant to Section 15367 of the State CEQA Guidelines, the City of Downey (City) is the Lead Agency for the Project. The Lead Agency is the public agency that has the principal responsibility for carrying out a project and has the authority to approve the Project and its accompanying environmental documentation. This IS/MND includes a description of the Project; the location and setting of the Project site; an evaluation of the potential environmental impacts of Project implementation; and recommended mitigation measures to lessen or avoid impacts on the environment, where applicable.

This IS/MND is organized into the following five sections:

Section 1, Introduction: This section provides an introduction to this IS/MND and the CEQA process; provides a Project overview; summarizes the findings of the IS/MND; and describes opportunities for public review and comment.

Section 2, Environmental Setting and Project Description: This section provides a description of the Project's location and existing environmental setting; Project components, construction scenario, and operation and maintenance (O&M) needs; and required Project-related approvals.

Section 3, Environmental Checklist: The environmental checklist provides an analysis of potential adverse environmental impacts of all environmental topics, that may result from Project implementation and, if necessary, identifies mitigation measures (MMs) to eliminate potential significant effects or reduce them to a less than significant level.

Section 4, Document Preparers and Contributors: This section includes a list of those persons or agencies who participated in or contributed to preparing the IS/MND.

Section 5, References: This section identifies the references used to prepare the IS/MND.

1.2 PROJECT OVERVIEW

The City proposes to construct a regional stormwater runoff capture facility within Furman Park to provide multiple benefits including improved flood control, water quality, and water supply (through infiltration to groundwater). The Project would provide replacement of the existing baseball field facilities due to the placement of the basin, which would provide the City an opportunity to rehabilitate these recreation facilities as part of the Los Angeles County Safe, Clean Water Program (SCWP). The Project would also include site

enhancements, such as native landscaping, new ball field lighting, and a new habitat garden trail. More detailed information on the proposed Project is provided in Section 2.2 of this IS/MND.

1.2.1 SUMMARY OF FINDINGS

This IS/MND evaluates the potential environmental impacts of Project implementation. It includes significance determinations from the environmental analyses and sets forth MMs that will lessen or avoid potentially significant Project impacts on the environment.

The City will confirm that all MMs are included in the Contractor Specifications and bid documents, as appropriate, and verified as part of the Mitigation Monitoring and Reporting Program (MMRP).

The analysis in Section 3.0 of this IS/MND finds that implementation of the Project would have no impact or less than significant impacts related to the following environmental topics:

- Aesthetics;
- Air Quality;
- Agriculture and Forestry Resources;
- Energy;
- Greenhouse Gas Emissions;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Land Use and Planning;
- Mineral Resources;
- Population and Housing;
- Public Services;
- Transportation;
- Utilities and Service Systems; and
- Wildfire.

As described in Section 3 of this IS/MND, the Project would have significant impacts related to the following environmental topics unless the recommended MMs are implemented:

- Biological Resources;
- Cultural Resources;
- Geology and Soils;
- Noise;
- Recreation; and
- Tribal Cultural Resources

Table 1, Summary of Mitigation Measures, presents the recommended mitigation measures that would reduce or avoid environmental impacts if the Project were approved. With implementation of these MMs, the Project would have less than significant impacts for each of these environmental topics. Therefore, no significant and unavoidable impacts would result with implementation of the Project. According to Sections 15070 to 15075 of the State CEQA Guidelines, an IS/MND is the appropriate environmental document for the Project

because, after incorporation of the recommended mitigation measures, potentially significant environmental impacts would be eliminated or reduced to a level considered less than significant.

TABLE 1
SUMMARY OF MITIGATION MEASURES

No.	Mitigation Measure
Biological Resources	
MM BIO-1	The Project shall be conducted in compliance with the conditions set forth in the Migratory Bird Treaty Act (MBTA) and *California Fish and Game Code* with methods approved by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) to protect active bird/raptor nests. As the Project requires that work be initiated during the breeding season for nesting birds (i.e., March 1–September 15) and nesting raptors (i.e., January 1–July 31), the City of Downey shall perform, or direct the performance of, a pre-construction survey for nesting birds and/or raptors shall be conducted by a qualified Biologist within three days prior to any construction activities on the Project site and in the immediately surrounding area (i.e., perform survey within 300 ft for nesting birds and within 500 ft for nesting raptors). A qualified Biologist shall be knowledgeable and experienced in conducting nesting bird surveys within Southern California and in determining appropriate buffer size to prevent bird nesting failure. If the Biologist does not find any active nests in or immediately adjacent to the Project site, the construction work shall be allowed to proceed, and no further mitigation is required. If the Biologist finds an active nest in or immediately adjacent to the Project site and determines that the nest may be impacted or breeding activities substantially disrupted due to planned construction activities, the Biologist shall delineate an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. Any nest found during survey efforts shall be mapped on the construction plans. The active nest shall be protected until nesting activity has ended. To protect any nest site, the following restrictions to construction activities shall be required until nests are no longer active, as determined by a qualified Biologist: (1) construction limits shall be established within a buffer around any occupied nest (the buffer shall be 25–100 ft for nesting birds and 300–500 ft for nesting raptors), unless otherwise determined by a qualified Biologist and (2) access and surveying shall be restricted within the buffer of any occupied nest, unless otherwise determined by a qualified Biologist. Encroachment into the buffer area around a known nest shall only be allowed if the Biologist determines that the proposed activity would not disturb the nest occupants. Construction in a buffer area can proceed when the qualified Biologist has determined that fledglings have left the nest or the nest has failed. These requirements shall be monitored by the City of Downey.
Cultural Resources	
MM CUL-1	Prior to the commencement of any excavation or ground-disturbing activities, the City shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards to be available on-call in the event archaeological resources are inadvertently unearthed. If such resources are discovered during excavation, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the discovery and promptly notify the City's Community Development Director. The retained archaeologist shall evaluate the significance of the find and, in consultation with the City or its designee, determine an appropriate course of action. If the archaeological resources are determined to be significant pursuant to Section 15064.5 of the State CEQA Guidelines, the archaeologist, in coordination with the City or its designee, shall implement appropriate measures for documentation, recovery, and/or avoidance. The

TABLE 1
SUMMARY OF MITIGATION MEASURES

No.	Mitigation Measure
	archaeologist shall also prepare a report of findings, which shall include the period of inspection, an analysis of any artifacts found, and the repository location of the recovered materials. The archaeologist shall prepare excavated materials for identification and curation, and the City or its designee shall be responsible for any associated curatorial fees.
Geology and Soils	
MM GEO-1	The Project shall comply with all earthwork and site grading, design, and construction recommendations contained in the Project-specific Geotechnical Report, prepared by Tetra Tech and dated July 15, 2022. These recommendations shall be reviewed by the City of Downey Building & Safety Division and formalized on all final grading plans, design drawings, and construction plans, as appropriate, prior to the issuance of any demolition or grading permits.
MM GEO-2	Prior to the commencement of any excavation or ground-disturbing activities, the City shall retain a qualified professional paleontologist to be available on-call in the event that paleontological resources are inadvertently unearthed. If such resources are discovered during excavation, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the discovery and promptly notify the City's Community Development Director. The retained paleontologist shall evaluate the significance of the find and, in consultation with the City or its designee, determine an appropriate course of action. If the paleontological resources are determined to be significant, the paleontologist, in coordination with the City or its designee, shall implement appropriate measures for documentation, recovery, and/or avoidance. The paleontologist shall also prepare a report of findings, which shall include the period of inspection, an analysis of any resources found, and the repository location of the recovered materials. The paleontologist shall prepare collected materials for identification and curation, and the City or its designee shall be responsible for any associated curatorial fees.
Noise and Vibration	
MM NOI-1	Prior to the Grading/Excavation phase of Project construction, erect 12-foot-high temporary noise barriers between the construction areas in Furman Park and the residential areas located to the north, west, and school area located south of Furman Park.
Tribal Cultural Resources	
MM TCR-1	If potential tribal cultural resources are inadvertently discovered during excavation or ground-disturbing activities, all work shall immediately cease within a 100-foot radius of the discovery. The contractor shall notify the City's Community Development Director immediately. The City shall ensure that the qualified archaeologist retained pursuant to the cultural resources mitigation measure evaluates the find to determine whether it qualifies as a tribal cultural resource pursuant to Public Resources Code Section 21074. If the archaeologist determines that the find appears to be a tribal cultural resource, the City shall notify any California Native American tribe that has previously requested notification in the project area, in accordance with Public Resources Code Section 21083.1, and afford the tribe(s) an opportunity to provide input on the appropriate treatment and disposition of the resource. The archaeologist, in consultation with the City and the tribe(s), shall evaluate the find and recommend appropriate measures to avoid or minimize impacts to the resource. Such measures may include preservation in place, documentation, and/or recovery. Work in the area may not resume until the find has been appropriately addressed to the satisfaction of the City.

2.0 ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The Project is located within the central portion of Furman Park (Park), at 10419 Rives Avenue, within the City of Downey (City) and County of Los Angeles (County). Within a regional context, the Project site is located approximately 1.1 miles southwest of the Interstate (I)- 5, 1.2 miles northwest of California State Route (SR)-19, 1.8 miles east of SR-710, 2.4 miles northwest of I-605, and 2.7 miles north of I-105.

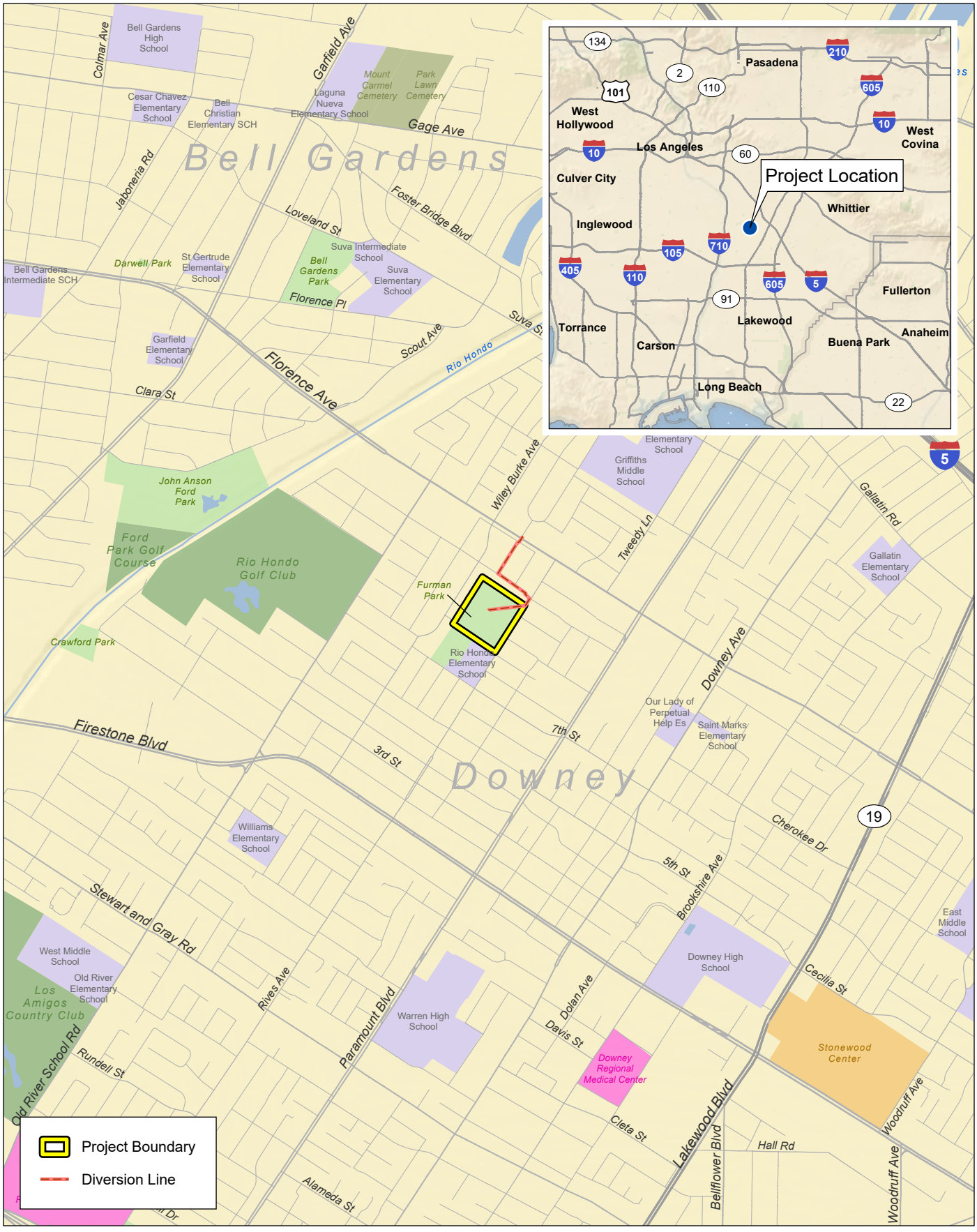
Within a local context, the Project site is bound by Irwingrove Drive on the northeast, Rives Avenue on the southeast, Muller Street on the southwest, and Wiley Burke Avenue on the northwest, as shown on Exhibit 1, Regional Location and Local Vicinity. Primary vehicular access to the Project site is provided along Rives Avenue.

2.2 PROJECT BACKGROUND AND NEED

The Project is partially funded by the Los Angeles County SCWP, which aims to plan, build, and maintain multi-benefit watershed-based projects that improve water quality and increase water supply and/or enhance communities. The SCWP is developed in collaboration with public health, environmental groups, cities, businesses, labor, and community-based organizations.

The Project site has the potential to provide significant benefits for the City, including treatment of a sizable drainage area of 475 acres, which can offer runoff storage and water quality benefits. The Project would also address the additional need for stormwater management identified to achieve compliance with *Lower Los Angeles River Watershed Management Program* (LLARWMP 2015), as the City is a member of the Lower Los Angeles River Watershed Management Group (LLARWMG). The Project represents a major opportunity to continue regional scale processes to achieve pollutant load reductions within the LLARWMG.

The LLARWMP Group is comprised of the Los Angeles County Flood Control District (LACFCD), Caltrans, and the Cities of Downey, Lakewood, Long Beach, Lynwood, Paramount, Pico Rivera, Signal Hill, and South Gate. The LLARWMP Group was established in response to provisions of the County National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Permit Order No. R4-2012-0175 (MS4 Permit), and the City of Long Beach MS4 Permit Order No. R4-2014-0024. The Watershed Management Program (WMP) Group, through a cooperative and collaborative process, developed a WMP Plan. The Final WMP Plan, dated June 2015 (later modified and reapproved in August 2017), was approved, with conditions, by the Los Angeles Regional Water Quality Board (LARWQB) on April 28, 2015. The WMP Plan was identified as a suite of watershed control measures and Best Management Practices (BMPs), including regional priority projects. Potential sites for targeted control measures were identified in the WMP Plan and recommended by the



Regional Location and Local Vicinity

Exhibit 1

Furman Park Stormwater Capture Project

PSOMAS

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LLARWMP Group for further evaluation and potential implementation to meet compliance for the watershed. Furman Park was identified as one of the potential regional stormwater capture sites within the LLARWMP (LLARWMP 2015).

The performance of the proposed stormwater capture facility must meet the performance metrics established for the Project as developed by the SCWP, which highlights the major mechanisms by which the Project would achieve the targets including through diversion, runoff/pollutant infiltration, and recharge. The Project would address zinc and copper as the primary stormwater runoff pollutants of concern within the Lower Los Angeles River watershed.

2.3 PROJECT SITE AND SURROUNDING AREA SETTING

2.3.1 ON-SITE AND SURROUNDING LAND USES

The existing Furman Park is a 14.4-acre, multi-purpose park facility that provides multiple amenities for both active and passive recreation owned and operated by the City. Within Furman Park, the approximate 7.27-acre Project site includes baseball fields, open passive space, gathering gazebos/shade structures, large grass areas, landscaped areas, dirt walking trails, and approximately 1.0-acre of public rights-of-way (ROW), primarily comprised of a portion of street within Rives Avenue, Irwingrove Drive, Horley Avenue, and Florence Avenue.

The remainder of Furman Park (outside the Project site area/development footprint) is located immediately south and east of the Project site and primarily consists of the existing buildings, courtyard, playgrounds, parking lot, and tennis/basketball courts. Furman Park is situated in a densely developed, urban area primarily surrounded by residential land uses on all sides, and the Rio Hondo Elementary School just south of the Project site. Commercial uses are located approximately 0.2 miles north of the Project site along Florence Avenue and 0.4 miles south of the Project site along Firestone Boulevard. Other miscellaneous uses within the Project vicinity include the Rio Hondo Golf Club, located 0.3 miles northwest of the Project site, and the Church of Jesus Christ of Latter-day Saints, located approximately 0.2 miles southeast of the Project site. The sensitive receptors near the Project site are detailed in Section 3.3, Air Quality, of this IS/MND.

The City of Downey General Plan *(*General Plan) land use designation for the Project site, not including the public ROW, is OS (Open Space) and the zoning is R-1 (Single Family Residential).

2.4 PROJECT DESCRIPTION

The proposed Project would construct a regional stormwater runoff capture facility, or a BMP, within Furman Park to provide multiple benefits including improved flood control, water quality, and water supply (through infiltration to groundwater), as shown on Exhibit 2a, Demolition Plan and 2b, Site Plan. The stormwater facility would involve construction of a stormwater diversion structure, which would divert water from an existing

LACFCD 96-inch reinforced concrete pipeline (RCP) storm drain located along Florence Avenue and convey stormwater to an underground capture, treatment, and infiltration facility situated beneath the existing baseball fields. The Project represents an opportunity to implement regional-scale pollutant load reductions from a sizeable drainage area in the Lower Los Angeles River (LLAR) Watershed, enhance the existing park surface features, and create additional green space for the community.

The Project would provide replacement of the existing baseball field facilities, which would provide the City an opportunity to rehabilitate these recreation facilities as part of the SCWP. The Project would also include site enhancements, such as native landscaping, new field lighting, and a new habitat garden trail. The proposed Project components are discussed below.

2.4.1 PROJECT COMPONENTS

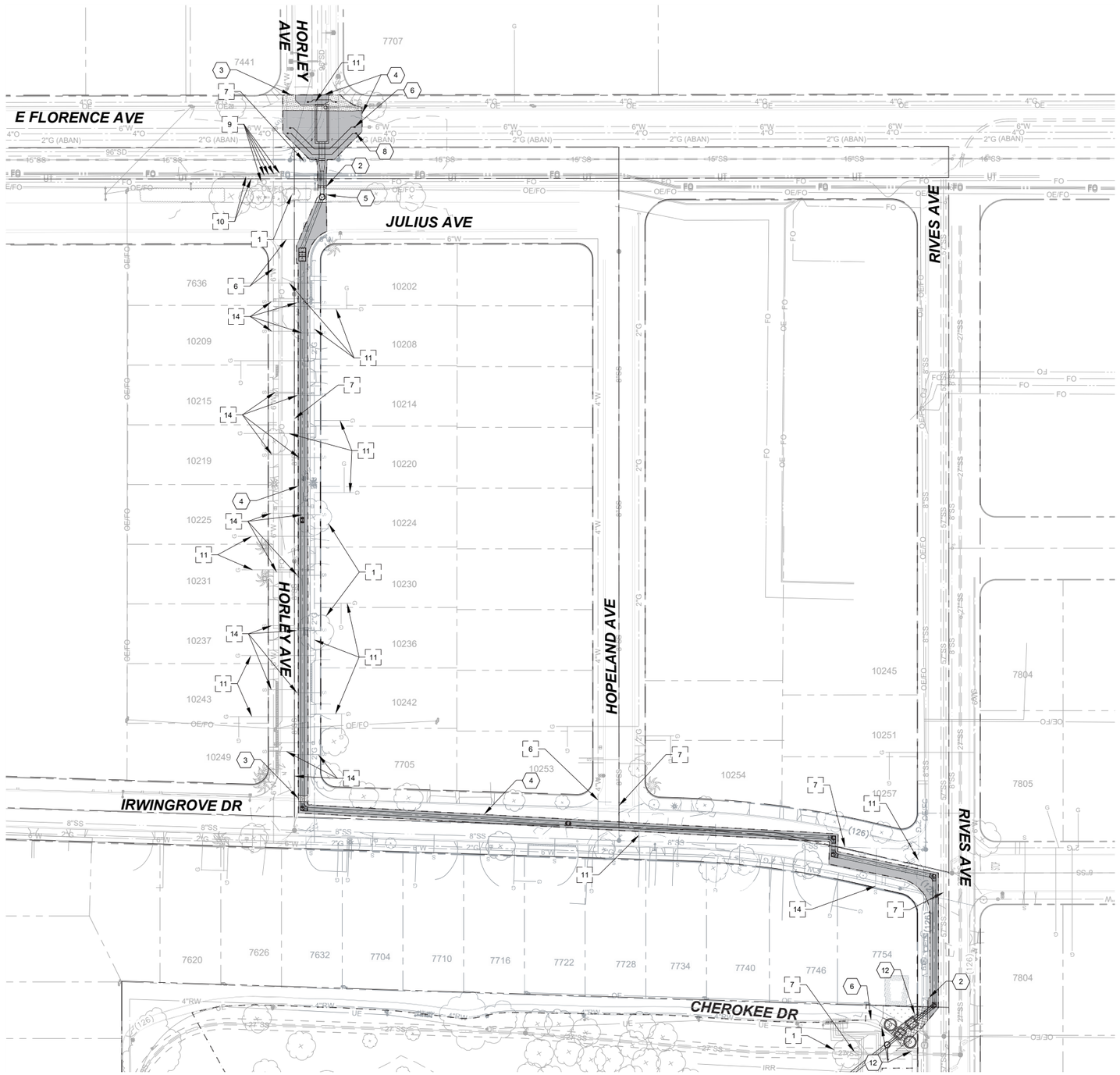
Stormwater Management

Diversion structures generally apply to off-line regional projects where stormwater is diverted from a major water conveyance and directed to a separate, engineered site at a predetermined maximum rate. The Project proposes a stormwater diversion structure from the existing LACFCD 96" RCP storm drain (Storm Drain No. BI 0020) located along Florence Avenue, which would divert stormwater at a rate of 30 cubic feet per second (cfs) from Florence Avenue through a proposed 72" steel-reinforced polyethylene pipe that transitions to a 36" RCP. The diverted stormwater would travel south from Florence Avenue down Horley Avenue, towards the first pre-treatment unit, which would filter pollutants and provide primary treatment, then release the filtered stormwater back into the pipe beneath Horley Avenue. The stormwater would continue down Horley Avenue, then east at Irwingrove Drive where it reaches a second pre-treatment unit. The proposed 36" RCP then continues east of Irwingrove Drive and then south down Rives Avenue until it reaches the northeast corner of Furman Park.

The filtered runoff would then be directed to the subsurface storage and infiltration basin located below the western portion of the site. The stormwater would be infiltrated in a 7 acre-foot (AF) underground storage reservoir at a depth of 18 feet to the bottom of the basin, and allow the treated stormwater to slowly seep into the soil. The proposed infiltration basin would provide a 24-hour capacity of 17.47 acre-feet and requires three access manholes along the eastern, southern, and western edges and one access vault on the eastern edge. Except for the access hatches, all proposed engineering infrastructure would be located underground.

Recreation Facilities, Hardscape, and Landscape

Upon installation of the stormwater infrastructure, the Project would provide improved facilities including replacement of the existing baseball field facilities, proposed fencing along the field perimeters, new ball field and trail lighting, and bleachers. Additionally, the Project would include a decomposed granite (DG) walking path with habitat garden through



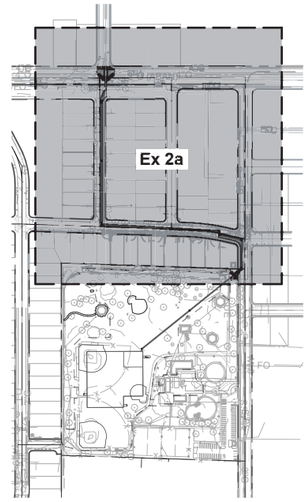
LEGENDS

- REMOVE AND REPLACE EXISTING CONCRETE
- REMOVE AND REPLACE EXISTING TURF
- REMOVE AND REPLACE EXISTING ASPHALT CONCRETE
- REMOVE AND REPLACE EXISTING CURB AND GUTTER
- REMOVE AND REPLACE EXISTING GUTTER
- REMOVE AND REPLACE EXISTING DG PATH

CONSTRUCTION NOTES

- REMOVE
- REMOVE AND REPLACE PER PLANS
- EXISTING - PROTECT IN PLACE

1. TREE (SEE NOTE 3,4)
2. CURB AND GUTTER
3. GUTTER
4. ASPHALT
5. TURF
6. WATER LINE (SEE NOTE 5)
7. SEWER LINE
8. OIL LINE
9. UNDERGROUND FIBER OPTIC LINE
10. UNDERGROUND TELECOM LINE
11. GAS LINE
12. METAL GATE
13. DG PATH
14. SEWER LATERAL



KEY MAP

NO SCALE

DEMOLITION NOTES

1. LOCATION OF EXISTING UTILITIES IS APPROXIMATE AND BASED ON RECORD DRAWINGS. ACTUAL CONDITIONS MAY VARY. CONTRACTOR SHALL FIELD VERIFY. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION, REMOVAL AND/OR REPLACEMENT OF EXISTING UTILITIES SHOWN ON THE PLANS AND AS-BUILTS.
2. EXISTING UNDERGROUND UTILITIES MUST BE PROTECTED IN PLACE UNLESS OTHERWISE SPECIFIED PER PLAN.
3. ALL TREES TO BE PROTECTED IN PLACE UNLESS OTHERWISE DENOTED.
4. TREES TO BE REMOVED SHALL BE TAGGED BY CONTRACTOR PRIOR TO DEMOLITION. CONTRACTOR SHALL REMOVE TREES AFTER APPROVAL FROM THE CITY. NEW TREES SHALL BE INSTALLED PER THE LANDSCAPE PLANTING PLANS.
5. CONTRACTOR TO FIELD VERIFY UTILITY LINE PRIOR TO EXCAVATION.
6. REMOVE AND REINSTALL IRRIGATION LINES AND IRRIGATION CONTROL VALVES AS NEEDED. ANY IRRIGATION LINES NOT SHOWN ON THE DEMOLITION PLANS THAT ARE IMPACTED BY CONSTRUCTION SHALL BE REMOVED AND REPLACED IN KIND. ADJUST SPRINKLER HEAD ELEVATIONS TO MATCH NEW FINISHED GRADES SHOWN ON THE GRADING PLAN.
7. SEE LANDSCAPE DEMOLITION PLANS FOR DEMOLITION IN FURMAN PARK.

Source: Craftwater Engineering Inc. 2024

Demolition Plan

Exhibit 2a

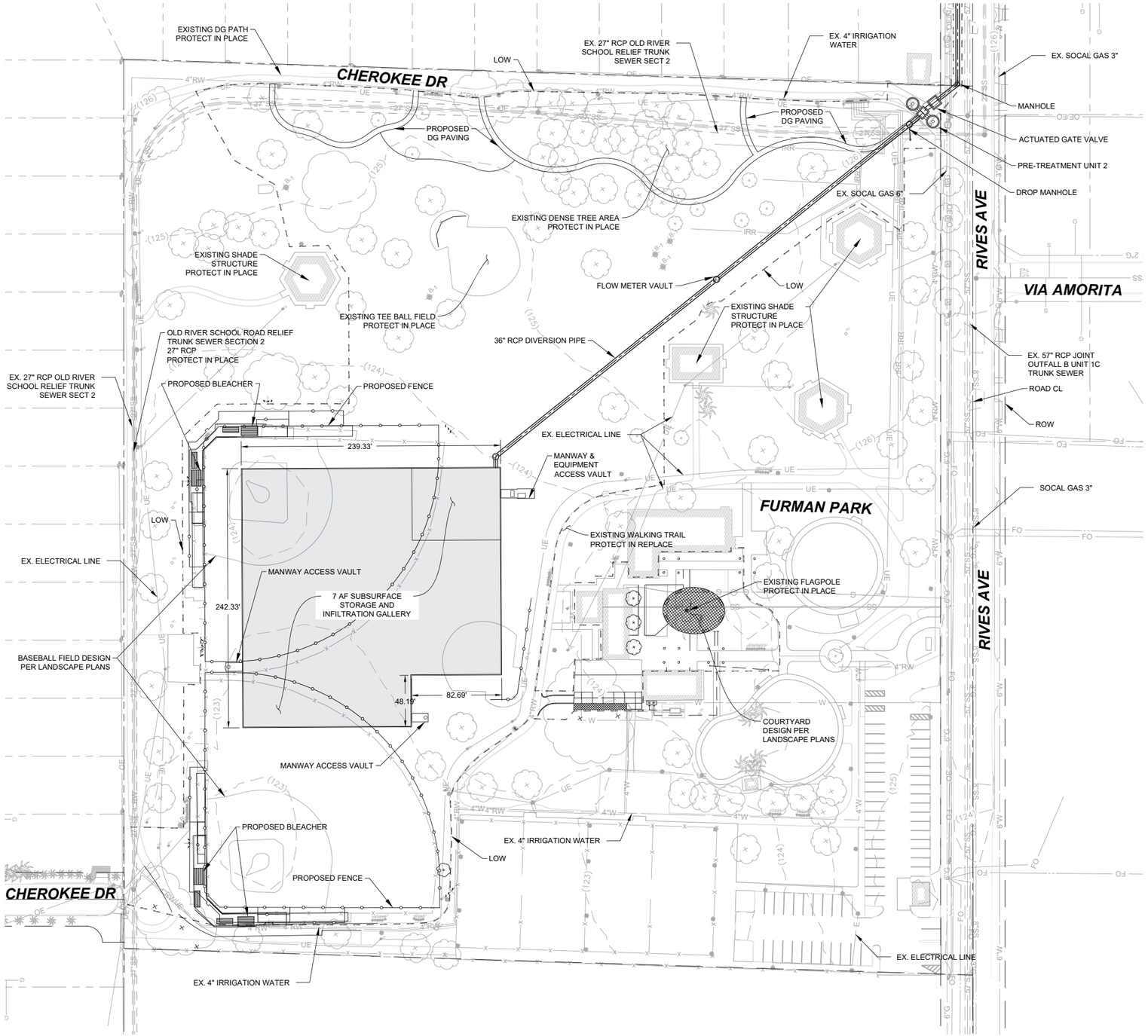
Furman Park Stormwater Capture Project

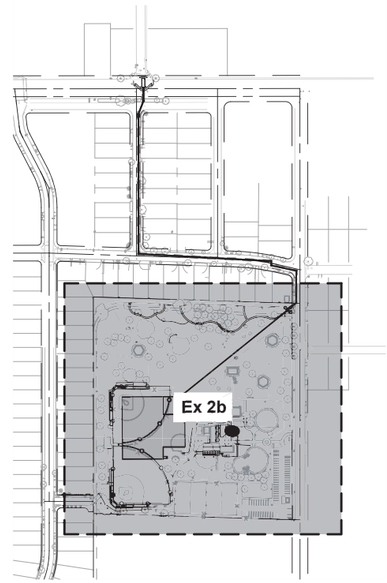
Map not to scale

PSOMAS

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KEY MAP
NO SCALE

Source: Craftwater Engineering Inc. 2024

Site Plan

Exhibit 2b

Furman Park Stormwater Capture Project

Map not to scale

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the dense tree area along the northern perimeter of the site as a new passive recreation opportunity in the park.

The Project would protect the following structures/features in place: the dense tree area located along the northern site perimeter; the existing shade structures located throughout the site, the existing tee ball field located on the northern site area; and the existing walking trail around the park perimeter.

As shown on Exhibits 3a and 3b, Landscaping Plans, new landscaping with native and/or drought tolerant plant species would be installed throughout the Project site, primarily around the habitat garden area. One existing tree may be removed, 3 existing trees would be protected in place, and 10 new trees, including 3 habitat garden trees and 4 field trees would be planted. Landscaping would also consist of 33,254 square feet (SF) of habitat garden shrubs and 107,108 SF of lawn.

2.4.2 PROJECT CONSTRUCTION

The Project is anticipated to commence construction in early 2026 and last approximately 18 months. Construction would occur in two phases related to the diversion pipe installation located north of Furman Park, and the underground storage construction and field surface replacement located within the Park. For the diversion pipe installation, both offsite and onsite excavation, demolition, and site preparation would occur. For the underground storage construction and field surface replacement phases, demolition, site preparation, and grading/excavation would occur. Construction of the Project would comply with Section 4606.5, Construction Projects, of the Downey Municipal Code, which establishes restrictions related to construction activities. These restrictions include limiting the hours of construction to 7:00 AM and 9:00 PM. There will be no construction activity on weekends, City holidays, or at nighttime. Construction activities would take place five days a week for eight hours a day.

Construction equipment would vary by phase and include, but not be limited to, an excavator, tractor, concrete saw, pile driver(s), cement and mortar mixer(s), water pump, trencher(s), forklift(s), dozer(s), grader(s), backhoe and skid steer loader(s), crane, and vibratory roller. Equipment and material staging and parking for construction workers would be within the Project site and existing limits of disturbance.

During construction activities, the Project would comply with all conditions set forth in the required Project-specific Traffic Control Plan (TCP). During the diversion pipe installation within the public ROW, through traffic would be maintained at all times. During non-construction times, the area will be plated to ensure traffic flows along the public ROW including Rives Avenue, Irwingrove Drive, Horley Avenue, and Florence Avenue.

Demolition activities are estimated to result in 8,141 tons of mixed demolition debris and greenwaste, which would be exported over an approximate 11-week period. In addition, an estimated total of 14,907 cubic yards (cy) of sediment primarily associated with the installation and excavation of the underground storage facility, would be excavated over approximately 20 weeks.

CONCEPT PLANT SCHEDULE

HABITAT GARDEN TREES — **3**
AESCULUS CALIFORNICA / CALIFORNIA BUCKEYE
SALIX GOODDINGII / GOODDING'S WILLOW

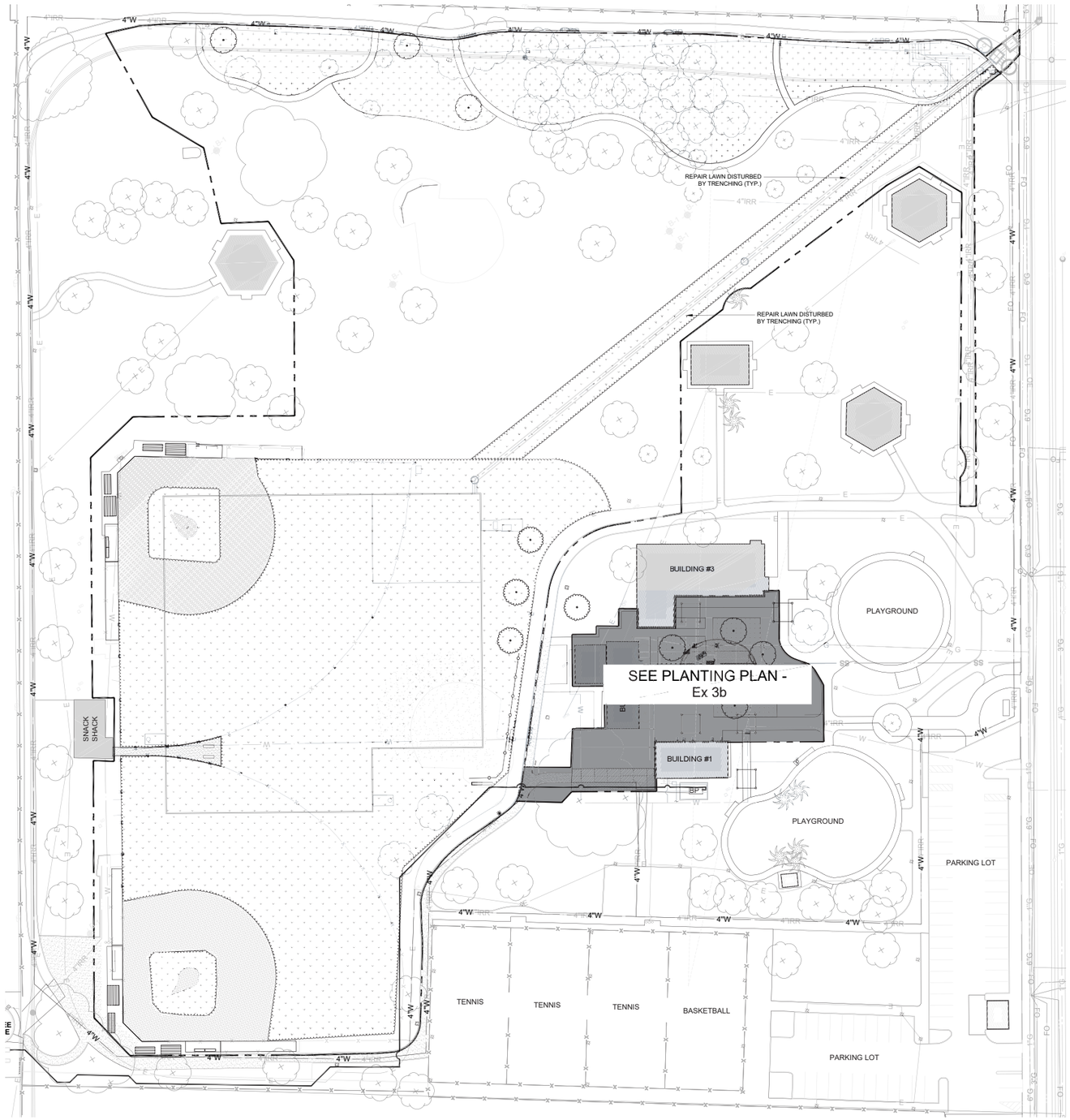
FIELD TREES — **4**
ACER NEGUNDO / BOX ELDER
FICUS MICROCARPA / INDIAN LAUREL FIG
PLATANUS RACEMOSA / CALIFORNIA SYCAMORE MULTI-TRUNK
QUERCUS AGRIFOLIA / COAST LIVE OAK

HABITAT GARDEN SHRUBS — **33,254 SF**
ACHILLEA MILLEFOLIUM / COMMON YARROW
AGASTACHE BARBERI / GIANT HUMMINGBIRD'S MINT
AMORPHA FRUTICOSA / FALSE INDIGO
ASCLEPIAS FASCICULARIS / NARROWLEAF MILKWEED
ASCLEPIAS SPECIOSA / SHOWY MILKWEED
BOUGAINVILLEA X 'BARBARA KARST' / BARBARA KARST BOUGAINVILLEA
BUDDLEJA DAVIDII 'BUTTERFLY HEAVEN' / BUTTERFLY HEAVEN BUTTERFLY BUSH
CEANOTHUS GRISEUS / CARMEL CEANOTHUS
DIPLACUS AURANTIACUS / STICKY MONKEYFLOWER
ERIOGONUM FASCICULATUM 'WARRINER LYTLE' / WARRINER LYTLE CALIFORNIA BUCKWHEAT
FESTUCA RUBRA 'MOLATE' / MOLATE RED FESCUE
LOTUS CRASSIFOLIUS OTAYENSIS / OTAY MOUNTAIN LOTUS
PASSIFLORA INCARNATA / PASSION FLOWER VINE
SALVIA LEUCOPHYLLA / PURPLE SAGE
SENNA MULTIGLANDULOSA / GLANDULAR SENNA

LAWN — **107,108 SF**
CYNODON X 'TIFTON 328' - INSTALLED AS SOD / TIFGREEN BERMUDAGRASS

LEGEND

SYMBOLS
LIMIT OF WORK LINE
IRRIGATION MAIN



Source: Craftwater Engineering Inc. 2025

Landscape Plan

Exhibit 3a

Furman Park Stormwater Capture Project

Map not to scale

PSOMAS

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CONCEPT PLANT SCHEDULE COURTYARD

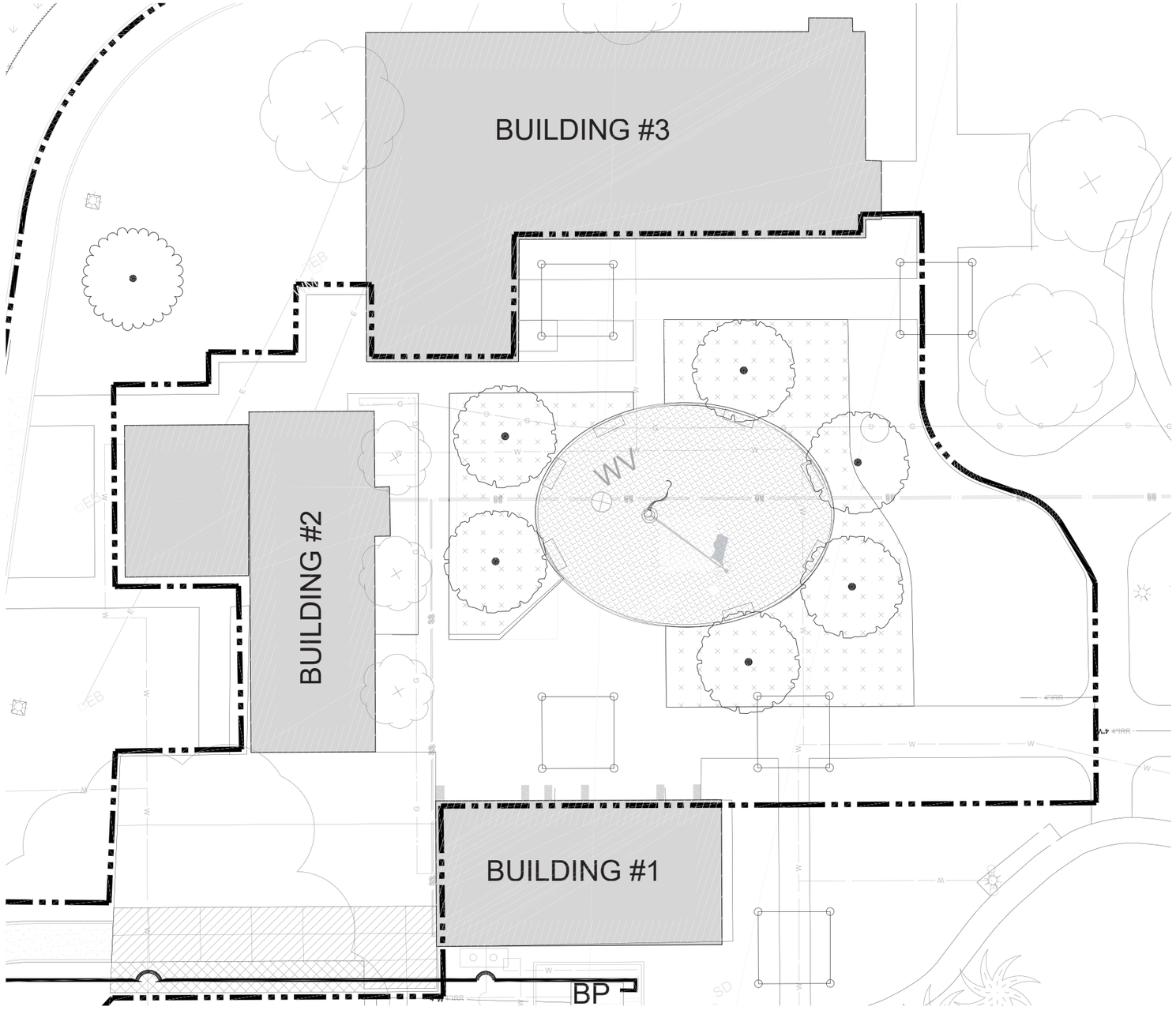
EXISTING TREES - PROTECT IN PLACE — **3**
CUPRESSUS SEMPERVIRENS / ITALIAN CYPRESS
FRAXINUS UHDEI / SHAMEL ASH
GINKGO BILOBA / MAIDENHAIR TREE
HARPEPHYLLUM CAFFRUM / WILD PLUM
JACARANDA MIMOSIFOLIA / JACARANDA
LAGERSTROEMIA INDICA / CRAPE MYRTLE
LIQUIDAMBAR STYRACIFLUA / SWEET GUM
PHOENIX CANARIENSIS / CANARY ISLAND DATE PALM
PLATANUS RACEMOSA / CALIFORNIA SYCAMORE
PODOCARPUS GRACILIOR / FERN PINE
TIPUANA TIPU / TIPU TREE

COURTYARD TREES — **6**
CINNAMOMUM CAMPHORA / CAMPHOR TREE
QUERCUS ENGELMANNII / ENGELMANN OAK
SPATHODEA CAMPANULATA / AFRICAN TULIP TREE

COURTYARD SHRUBS — **2,990 SF**
AGAVE X 'BLUE FLAME' / BLUE FLAME AGAVE
PENNISETUM SPATHIOLATUM / SLENDER VELDT GRASS

LEGEND

SYMBOLS
LIMIT OF WORK LINE
IRRIGATION MAIN



Source: Craftwater Engineering Inc. 2025

Landscape Plan

Exhibit 3b

Furman Park Stormwater Capture Project

Map not to scale

PSOMAS

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2.4.3 PROJECT OPERATION

The Project is expected to be operational in 2028. Public access to and use of the recreation facilities on the site will remain the same as in the existing condition. The Project may draw some additional visitors upon Project completion due to the upgraded fields, new nature walkways, and additional ball field/walkway lighting. However, the increase in visitors would be minimal despite the new and improved on-site facilities. The City does not anticipate a long-term increase in park visitation, as Furman Park has historically been extensively used by the community.

Long-term maintenance of the proposed stormwater capture system and facilities is vital to its continued operation. The party responsible for O&M of the Project is the City of Downey. It is anticipated that quarterly maintenance visits will be required during the first two years of operation to ensure the facilities are functioning adequately, and once every two to five years thereafter. The pre-treatment facilities would also require visit by Utilities Operations personnel a few times a year. Utilities Operations personnel would not need to access the main diversion point along Florence Avenue, and all maintenance activities associated with the diversion pipe would occur on side streets.

2.5 DISCRETIONARY APPROVALS

This IS/MND is intended to serve as the primary environmental document, pursuant to CEQA, for actions associated with the Furman Park Stormwater Capture and Infiltration Project, including discretionary approvals required to implement the Project. In addition, this IS/MND is the primary reference document for the formulation and implementation of an MMRP for the Project, in accordance with Section 15097 of the State CEQA Guidelines.

The City of Downey, as the Lead Agency, may adopt the IS/MND if it finds, based on the whole Project record, that there is no substantial evidence that the Project would have a significant effect on the environment. Discretionary actions subject to City review and approval include, but are not limited to:

- Adoption of the IS/MND;
- Approval of the Furman Park Stormwater Capture and Infiltration Project;
- Award of contract for construction of the Furman Park Stormwater Capture and Infiltration Project; and
- Other discretionary and ministerial permits and approvals that may be deemed necessary, including but not limited to, grading permit, flood control permit, foundation permit, and building permit.

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3.0 ENVIRONMENTAL CHECKLIST FORM

This section includes the completed CEQA environmental checklist form, as provided in Appendix G of the State CEQA Guidelines, as well as substantiation and clarification for each checklist response.

1. Project Title:	Furman Park Stormwater Capture and Infiltration Project
2. Lead Agency Name and Address:	City of Downey 11111 Brookshire Avenue Downey, California 90241
3. Contact Person: and Phone Number:	Dan Mueller, P.E. (562) 904-7110 DMueller@downeyca.org
4. Project Location:	10419 Rives Avenue, Downey, CA 90241
5. Project Sponsor's Name and Address:	City of Downey 11111 Brookshire Avenue Downey, California 90241
6. General Plan Designation:	Open Space
7. Zoning:	Single Family Residential (R-1)

8. **Description of Project:** The Project would construct a regional stormwater runoff capture facility within Furman Park to provide multiple benefits including improved flood control, water quality, and water supply (through infiltration to groundwater). The stormwater facility would involve a stormwater diversion structure, which would divert water from an existing LACFCD 96" RCP storm drain located along Florence Avenue (at Horley Avenue) and convey stormwater to an underground capture, treatment, and infiltration facility situated beneath the existing baseball fields. The Project would also include in-kind replacement of existing facilities within the site that require demolition to implement the regional stormwater capture facility with new recreation facilities such as the baseball fields; new ball field lighting; native landscaping; and a new habitat garden trail as a new passive recreation opportunity in the park. The proposed Project would be constructed in two phases lasting a total of approximately 18 months, beginning in early 2026.
9. **Surrounding land uses and setting:** The Project site is situated in a densely developed, urban area primarily surrounded by residential uses and the Rio Hondo Elementary School just south of the Project site. Commercial uses are located approximately 0.2 miles north of the Project site along Florence Avenue and 0.4 miles south of the Project site along Firestone Boulevard. Other miscellaneous uses within the Project vicinity include the Rio Hondo Golf Club, located 0.3 miles northwest of the Project site, and the Church of Jesus Christ of Latter-day Saints, located approximately 0.2 miles southeast of the Project site.

10. Other public agencies whose approval may be required:

- Los Angeles County / Safe, Clean Water Program
- Los Angeles County Flood Control District
- Los Angeles County Department of Public Health
- State Water Resources Control Board

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource 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.?

Consultation pursuant to Section 21080.3.1 of the *Public Resources Code* and Assembly Bill (AB) 52 was initiated with the California Native American tribe(s) affiliated with the Project area. The City did not receive responses or requests for consultation from any of the tribes contacted regarding the Project. Refer to Section 3.18, Tribal Cultural Resources, of this IS/MND for a complete discussion of the Native American consultation process for the Project.

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

DETERMINATION:

On the basis of this initial evaluation:

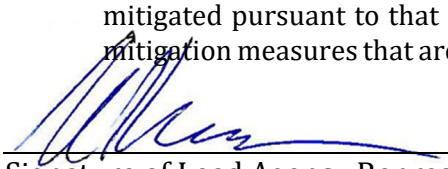
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ 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 of Lead Agency Representative

September 11, 2025
Date

Matthew Baumgardner, P.E.
Printed name

City of Downey
Agency

3.1 AESTHETICS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from 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) Would the Project have a substantial adverse effect on a scenic vista?

No Impact. Scenic vistas are generally defined as natural landscapes that form views of unique flora, geological, or other natural features that are generally free from urban intrusions. Typical scenic vistas include views of mountains, hills, uninterrupted open spaces, and waterbodies. There are no scenic vistas identified in the City's General Plan, which is also referred as Downey Vision 2025 (City of Downey 2005). The proposed Project is located on a fully developed site with existing park and recreational facilities in an urban environment surrounded by existing residential and institutional uses, as well as surface streets.

Views of the Puente Hills, located approximately 7 miles northeast of the site, and of the San Gabriel Mountains, located approximately 18 miles north of the site, are obstructed by existing development and streetscape. In addition, even with a clear line-of-sight of the aforementioned physical features, the Project's implementation would not obstruct views of Puente Hills or San Gabriel Mountains as the Project consists of various stormwater infrastructure, such as pre-treatment units, access vaults and a subterranean infiltration and storage basin, which would either be subterranean or at ground level and would blend with the existing topography and park features. All proposed engineering stormwater infrastructure would be located underground, with the exception of a drop manhole immediately before the tank that will house the flow meter, three access manholes to the storage tank that would be located along the eastern, southern, and western edges of Furman Park, and one access vault located along the eastern edge. Replacement and enhancement of park improvements, such as the habitat garden and trail and existing baseball fields with new lighting and fencing would either be the same or provide improvements over existing

conditions. As such, the operation of the Project would cause no changes in views from or around the Project site. Lastly, there are no ocean views, unusual terrain, or unique features that create or contribute to a scenic vista on or near the site. Neither short-term construction nor long-term operation of the Project would reduce or otherwise alter distant mountain and foothill views. As a result, there would be no impact related to scenic vistas, and no mitigation is required.

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

No Impact. Based on the California Department of Transportation (Caltrans) California State Scenic Highway System Map, there are no designated State scenic highways within the vicinity of the Project site. The closest officially designated State scenic highway to the Project site is a portion of the Riverside Freeway (SR-91) in Anaheim, located approximately 20 miles southeast of the Project site (Caltrans 2025). Other officially designated scenic highways (or byways) include the federally designated Arroyo Seco Historic Parkway (SR110), located 9.8 miles to the northwest of the Project site. As there are no designated State scenic highways within proximity of the Project site, construction and operation of the proposed Project would not significantly impact scenic resources within a State scenic highway. There would be no impact, and no mitigation is required.

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

No Impact. The Project site is in an urbanized area featuring a mix of uses including residential, institutional, and commercial. The Project's implementation would minimally alter the existing visual character of the Project site; however, this change would not be considered a degradation of the Project site or its surroundings since the Project would improve the existing on-site conditions by introducing new/improved park features and amenities.

In addition, the Project would not conflict with applicable regulations governing scenic quality. The Design Element of the City of Downey General Plan is an optional element that was adopted to address aesthetic issues and maintain scenic quality throughout the City (City of Downey 2005). The Project would not conflict with applicable goals or policies set forth in the City's Design Element; rather, it would support the objectives such as **Goal 8.2** and **Policy 8.2.2**, where the Project promotes the maintenance, enhancement, and upgrading the appearance and visual character of City property, by incorporating upgraded recreational amenities, native landscaping, and a habitat garden that would contribute to the park's aesthetic value and overall community appeal. In addition, the Project would not require any change in existing land uses or require a zone change. Therefore, implementation of the Project would not conflict with zoning. As a result, no impact would occur, and no mitigation is required.

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

Less Than Significant Impact. Exterior lighting that is not properly controlled will often produce unwanted excess light that propagates into adjacent properties. This nuisance lighting is referred to as light trespass. Existing sources of light within the Project area include pole lighting associated with recreational facilities. The Project's construction would require the use of lighting to illuminate the Project site during evening construction or under conditions of deficient daylight. The use of lighting during construction would be temporary and would be angled downward to minimize light spillover beyond the intended area.

The Project includes new exterior ball field and trail lighting, which was identified as a facility improvement need for Furman Park in the City's Parks and Open Space Master Plan (City of Downey 2016). Although existing sources of light are currently available within the existing Park area, the proposed ball field and trail lighting would introduce new lighting elements to the Project site. The new lighting fixtures would be designed to comply with applicable lighting standards, including Section 9520.06 of the Downey Municipal Code (DMC) which regulates outdoor lighting to minimize spillover into adjacent properties, as well as the International Dark Skies Association, which sets standards for responsible outdoor lighting to minimize light pollution and protect the night sky. The new ball field lighting would be designed to focus illumination downward to avoid excess light trespassing into adjacent residential areas. Further, the Project will incorporate design features (e.g., downward directed lighting and hoods) to further reduce impacts to nearby uses that could result from the new field and trail lighting. As such, although the Project would create a new source of light on the Project site associated with the field and trail lighting, it would not adversely affect day or nighttime views in the area through implementation of the above-identified design features. In addition, the added ball field/trail lighting would be utilized for wayfinding purposes and improve safety on-site. Therefore, a less than significant impact would occur, and no mitigation is required.

Glare is a common daytime phenomenon and is due mainly to the occurrence of a high number of days per year with direct sunlight and the presence of large reflective surfaces. Excessive glare not only restricts visibility but also increases the ambient heat reflectivity in a given area. Glare is caused by light reflections from vehicles and building materials such as reflective glass and polished surfaces. During daylight hours, the amount of glare depends on intensity and direction of sunlight and can create hazards to motorists and nuisances for pedestrians and other viewers. Upon Project implementation, public access to and use of the recreation facilities on the site would be the same as in the existing condition. Although there would be new and improved on-site facilities, since Furman Park is already intensively used by the community, the City does not expect a long-term increase in park visitation. Additionally, the Project would not involve the construction of permanent structures involving materials that would produce substantial glare. All engineering infrastructure would be located underground, with the exception of a drop manhole immediately before the tank that will house the flow meter three access manholes to the storage tank that would be located along the eastern, southern, and western edges of Furman Park, and one access vault located along the eastern edge. Therefore, the Project would not change the number or

timing of vehicles coming into and out of the existing park. As there would be no added vehicular traffic, there would be no additional sources of glare due to reflected sunlight from car windshields during the day and headlights in the evening. There would be a less than significant impact, and no mitigation is required.

3.2 AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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 Dept. 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:				
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) Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. Based on review of the California Important Farmland Finder Map, prepared by the California Department of Conservation (DOC), Farmland Mapping and Monitoring Program (FMMP), there are no lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on or near the Project site (FMMP 2025). The Project site is classified as "Urban and Built-Up Land" meaning the land is occupied by structures with a building density of at least 1 unit to 1.4 acres, or approximately 6 structures to a 10-acre parcel and does not include farmland. Therefore, no impact would occur, and no mitigation is required. zzz

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

No Impact. The Project site, not including the public ROW, is zoned as O-S (Open Space). The Project site is currently situated within Furman Park, and there are no agricultural uses that would be affected with implementation of the Project. As a result, no loss of land zoned for/or containing agricultural uses would occur, and no mitigation is required.

In addition, based on review of the California Department of Conservation Division of Land Resource Protection (DLRP) California Williamson Act Enrollment Finder Map, the Project site is not subject to a Williamson Act Contract (DLRP 2025). As a result, no impacts on land zoned for agricultural use or to existing Williamson Act Contracts would result from Project implementation, and no mitigation is required.

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

No Impact. Public Resources Code Section 12220(g) defines "forest land" as "land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." Meanwhile, Government Code Section 51104(g) defines timberland as "privately owned land, or land acquired for State forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre."

The Project site is in an urbanized area developed with residential and institutional uses. Furthermore, the Project site is zoned O-S. The Project site and surrounding areas are devoid of natural forest land, timberland, and timberland resources. In addition, the O-S zone does not preserve forest land, timberland, or timberland resources. As a result, no impact would occur, and no mitigation is required.

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

No Impact. No forest lands are located within, or in the vicinity of, the Project site. The applicable zoning designation (O-S) does not preserve forest land. In addition, the Project would be restricted to the site and would not affect the San Bernardino National Forest located north of the City. As a result, the Project would not result in the loss or conversion of forest lands to non-forest use. No impacts would occur, and no mitigation is required.

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

No Impact. As discussed above related to thresholds 4.2(a) and (b), the Project is not zoned for or currently used for agricultural purposes. As discussed, related to thresholds 4.2(c) and (d), the Project would not impact land zoned for forest land, timberland, or timber production. Therefore, the Project would not result in the loss of farmland and forest land or the conversion of farmland and forest land to non-agricultural or non-forest uses. No impact would result, and no mitigation is required.

3.3 AIR QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The Project site is in the City of Downey within the Los Angeles County portion of the South Coast Air Basin (SoCAB). For air quality regulation and permitting, the Project site and City are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Both the U.S. Environmental Protection Agency (USEPA) and the State of California (State) have established health-based Ambient Air Quality Standards (AAQS) for air pollutants, which are known as "criteria pollutants". The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. The federal and State AAQS are shown in Table 2, California and National Ambient Air Quality Standards, on the following page.

TABLE 2
CALIFORNIA AND NATIONAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	California Standards	Federal Standards	
			Primary[a]	Secondary[b]
O_3	1 Hour	0.09 ppm (180 µg/m³)	–	–
	8 Hour	0.070 ppm (137 µg/m³)	0.070 ppm (137 µg/m³)	Same as Primary
PM10	24 Hour	50 µg/m³	150 µg/m³	Same as Primary
	AAM	20 µg/m³	–	–
PM2.5	24 Hour	–	35 µg/m³	Same as Primary
	AAM	12 µg/m³	9.0 µg/m³	15.0 µg/m³
CO	1 Hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	–
	8 Hour	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)	–
NO_2	AAM	0.030 ppm (57 µg/m³)	0.053 ppm (100 µg/m³)	Same as Primary
	1 Hour	0.18 ppm (339 µg/m³)	0.100 ppm (188 µg/m³)	–
SO_2	24 Hour	0.04 ppm (105 µg/m³)	–	–
	3 Hour	–	–	0.5 ppm (1,300 µg/m³)
	1 Hour	0.25 ppm (655 µg/m³)	0.075 ppm (196 µg/m³)	–
Lead	30-day Avg.	1.5 µg/m³	–	–
	Calendar Quarter	–	1.5 µg/m³	Same as Primary
	Rolling 3-month Avg.	–	0.15 µg/m³	
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per km – visibility ≥ 10 miles	**No Federal Standards**	
Sulfates	24 Hour	25 µg/m³		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m³)		

O_3: ozone, ppm: parts per million, µg/m³: micrograms per cubic meter, –: No Standard; PM10: respirable particulate matter with a diameter of 10 microns or less, AAM: Annual Arithmetic Mean, PM2.5: fine particulate matter with a diameter of 2.5 microns or less, CO: carbon monoxide, mg/m³: milligrams per cubic meter, NO_2: nitrogen dioxide, SO_2: sulfur dioxide, km: kilometer.

[a] National Primary Standards: The levels of air quality necessary, within an adequate margin of safety, to protect the public health.

[b] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

Note: More detailed information in the data presented in this table can be found at the CARB website (www.arb.ca.gov).

Source: CARB 2016.

Regional air quality is defined by whether the area has attained State and federal air quality standards, as determined by air quality data from various monitoring stations. Areas that are considered in "nonattainment" are required to prepare plans and implement measures that will bring the region into "attainment". When an area has been reclassified from nonattainment to attainment for a federal standard, the status is identified as "maintenance", and there must be a plan and measures established that will keep the region in attainment for the next ten years.

For the California Air Resources Board (CARB), an "unclassified" designation indicates that the air quality data for the area are incomplete and there are no standards to support a designation of attainment or nonattainment. Table 3, Attainment Status of Criteria Pollutants in the SoCAB, summarizes the attainment status of the SoCAB for the criteria pollutants.

TABLE 3
ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SOUTH COAST AIR BASIN

Pollutant	State	Federal
O_3 (1-hour)	Nonattainment	Nonattainment
O_3 (8-hour)		
PM10	Nonattainment	Attainment/Maintenance
PM2.5	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO_2	Attainment	Attainment/Maintenance
SO_2	Attainment	Attainment
Lead	Attainment	Attainment/Nonattainment*
All others	Attainment/Unclassified	No Standards

O_3: ozone; PM10: respirable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; CO: carbon monoxide; NO_2: nitrogen dioxide; SO_2: sulfur dioxide.

* Los Angeles County is classified nonattainment for lead; the remainder of the SoCAB is in attainment of the State and federal standards.

Sources: SCAQMD 2016, USEPA 2019.

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

No Impact. Pursuant to the SCAQMD's CEQA Air Quality Handbook, a project would be inconsistent with the Air Quality Management Plan (AQMP) if it would (SCAQMD 1993):

- Create an increase in the frequency or severity of air quality violations; cause or contribute to new violations; delay attainment of air quality standards; or
- Exceed the assumptions of the AQMP.

The main purpose of an AQMP is to bring an area into compliance with the requirements of federal and State air quality standards. For a project to be consistent with the AQMP, the pollutants emitted from the project should not (1) exceed the SCAQMD CEQA air quality significance thresholds or (2) conflict with or exceed the assumptions used for preparing growth forecasts in the AQMP. As shown in Threshold 3.3.b below, criteria pollutant emissions generated during the Project's construction and operation would be less than the SCAQMD thresholds and would not result in a significant impact. No mitigation is required.

With respect to the second criterion, the Project would not change the open space zoning designation for Furman Park since the Project involves the installation of subterranean and ground stormwater capture infrastructure. This water infrastructure would not result in additional air pollutant emissions beyond what is required during the construction phase and minimal energy requirements for the operations phase. In addition, the proposed Project would not directly result in population growth or development of new land uses that have not been anticipated in the AQMP. By incorporating water capture infrastructure, development of the proposed Project would be consistent with the State of California's AB 32 Scoping Plan measures to increase water supplies. In addition, use of locally sourced water would decrease energy as well as air pollution and GHGs related to transport of water from outside the watershed. Because the Project would support the development of water capture infrastructure, the proposed Project would not conflict with the 2022 AQMP. As a result, no impacts are anticipated to occur, and no mitigation is required.

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

Less than Significant Impact. The SoCAB is a federal or State nonattainment area for PM10, PM2.5, and ozone (O_3), as discussed above. The SCAQMD's approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and State Clean Air Acts.

A project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. The SCAQMD has developed construction and operations thresholds to determine whether projects would potentially result in contributing toward a violation of ambient air quality standards. Table 4,

SCAQMD Regional Emissions Significance Thresholds (lbs/day), summarizes the SCAQMD's mass emissions thresholds for both short-term construction and long-term operational emissions. A project with emissions below these thresholds is considered to have a less than significant effect on air quality.

TABLE 4
SCAQMD REGIONAL EMISSIONS
SIGNIFICANCE THRESHOLDS (LBS/DAY)

Criteria Pollutant	Construction	Operation
Volatile Organic Compounds (VOC)	75	55
Oxides of Nitrogen (NO_x)	100	55
Carbon Monoxide (CO)	550	550
Oxides of Sulfur (SO_x)	150	150
Particulate Matter (PM10)	150	150
Particulate Matter (PM2.5)	55	55
lbs/day: pounds per day Source: SCAQMD 2023.		

Regional Air Quality Emissions

A project with daily emission rates below the SCAQMD's established air quality significance thresholds (shown in Table 4) would have a less than significant effect on regional air quality. Project emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.29 computer program (CAPCOA 2022). CalEEMod is designed to model construction and operational emissions for land development projects and allows for the input of project- and County-specific information. For purposes of modeling regional construction emissions, the analysis assumes the following:

Phase Name	Start Date	End Date	Construction Equipment	Days/ Week	Work Days/ Phase	Import/ Export
Demolition (Diversion Pipe)	February 2026	March 2026	1 Excavator 3 Tractor/Backhoe/Loader 1 Concrete Saw	5	55	
Site Preparation (Diversion Pipe)	April 2026	May 2026	1 Excavator 3 Tractor/Backhoe/Loader 1 Trencher 1 Roller	5	30	
Grading/ Excavation (Diversion Pipe)	May 2026	June 2026	1 Excavator 3 Tractor/Backhoe/Loader 1 Forklift 1 Skid Steer Loader	5	90	521 cy of Export
Diversion Pipe Installation	June 2026	September 2026	1 Excavator 3 Tractor/Backhoe/Loader 1 Forklift	5	75	

Phase Name	Start Date	End Date	Construction Equipment	Days/ Week	Work Days/ Phase	Import/ Export
			1 Crane 1 Skid Steer Loader 1 Cement and Mortar Mixer 1 Water Pump 1 Roller			
Field/Surface Replacement	May 2027	November 2027	2 Tractor/Backhoe/Loader 2 Trenchers 2 Rollers 2 Cement and Mortar Mixers 2 Water Pumps	5	60	

The CalEEMod modeling assumes dust control by watering, consistent with the requirements of SCAQMD Rule 403. Additionally, CalEEMod modeling has accounted for Project adherence with regulatory requirements AQ SR -1 and AQ SR-2, as outlined, below:

AQ SR-1 Vehicle speeds shall be limited to 25mph for all vehicles and/or off-road equipment traveling along unpaved roads within the Project site.

AQ SR-2 Dust suppressants shall be applied to all unpaved roads within the construction footprint.

For purposes of estimating emissions in CalEEMod, these Project features were input as construction data. The CalEEMod output data may be found in Appendix A of this IS/MND.

The SCAQMD regional emissions thresholds (see Table 4) are based on the rate of emissions (i.e., pounds of pollutants emitted per day). Therefore, the quantity, duration, and the intensity of construction activities are important in assuring analysis of worst case (i.e., maximum daily emissions) scenarios. Table 5, Estimated Maximum Daily Construction Emissions (lbs/day), summarizes the worst-case daily regional emissions. As shown, all Project-related emissions would be below the regional significance thresholds.

TABLE 5
ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS (LBS/DAY)

Year	VOC	NO_x	CO	SO_x	PM10	PM2.5
2026	2	17	26	<1	12	2
2027	1	13	21	<1	6	1
Maximum	**2**	**17**	**26**	**<1**	**12**	**2**
SCAQMD Daily Construction Thresholds	***75***	***100***	***550***	***150***	***150***	***55***
Exceeds SCAQMD Thresholds?	**No**	**No**	**No**	**No**	**No**	**No**

lbs/day: pounds per day; VOC: volatile organic compound(s); NO_x: nitrogen oxides; CO: carbon monoxide; SO_x: sulfur oxides; PM10: inhalable particulate matter with a diameter of 10 microns or less; PM2.5: fine particulate matter with a diameter of 2.5 microns or less; SCAQMD: South Coast Air Quality Management District.

Note: The higher of Winter or Summer output data was used for this analysis.

Source (thresholds): SCAQMD 2023. CalEEMod output data is in Appendix A.

As shown, the regional emissions of PM10, PM2.5, and O3 precursors VOCs and NOx calculated for the Project (see Table 5) would be substantively less than the applicable SCAQMD regional emissions significance thresholds (see Table 4) that are designed to assist the region in attaining the applicable State and national AAQS (see Table 3). The SCAQMD does not consider any individual project with regional emissions that are below the SCAQMD significance thresholds to be cumulatively considerable and consequently would not result in a significant impact to cumulative regional emissions (SCAQMD 2003). The Project would result in nominal long-term operational emissions associated with energy demand associated with the Project's quarterly maintenance truck trips.

As discussed in Threshold 3.3(a), the Project would be consistent with the 2022 AQMP, which is intended to bring the SoCAB into attainment for all criteria pollutants. There would be a less than significant impact from construction and operation of the Project related to regional emissions of criteria air pollutants, and no mitigation is required.

Localized Air Quality Emissions

In addition to the mass daily emissions thresholds established by the SCAQMD, short-term local impacts to nearby sensitive receptors from on-site emissions of NO_2, CO, PM10, and PM2.5 are examined based on SCAQMD localized significance threshold (LST) methodology. To assess local air quality impacts for development projects without complex dispersion modeling, the SCAQMD developed screening (lookup) tables to assist lead agencies in evaluating impacts. The LST method was developed to provide a conservative estimate of the level of project-generated air pollutants that have the potential to exceed the National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards (CAAQS), which could consequently result in adverse health impacts. Exceedance of the LST does not describe the prevalence or magnitude of health effects but rather assesses the

potential for a project-related health effect to occur. The LST method cannot provide an estimate of health effects related to ozone. Reactive organic gases (ROGs) and NO_x are pollutants that contribute to the formation of ozone, otherwise known as ozone precursors. It would be too speculative to determine how an individual project could affect the formation of ozone, and how it could affect the health for a specific receptor: ozone does not fully form within the proximity of a project site, and the formation of ozone is affected by solar irradiance, meteorological conditions, presence of ozone precursors from other sources, and other factors. As such, modeling of ozone concentrations is conducted on the "macro" scale of an air basin for all pollutant sources within the basin, and not for an individual project. Consequently, the LST analysis focuses on a project-level analysis of the four criteria pollutants of greatest concern (CO, NO_x, PM_{10}, and $PM_{2.5}$).

For the purposes of an LST analysis, SCAQMD considers receptors where it is possible that an individual could remain for 1 hour for NO_2 and CO exposure and 24 hours for PM10 and PM2.5 exposure. The emissions limits in the lookup tables are based on the SCAQMD's Ambient Air Quality Standards (SCAQMD 2016). The closest receptors to the Project site residential receptors, located approximately 64 meters of Project construction activities. The emissions thresholds are for receptors within 63 meters of the Project site; the thresholds for receptors farther away would be higher, and the Project emissions would be a smaller fraction of the thresholds.

Table 6 shows the maximum daily on-site emissions for construction activities compared with the SCAQMD LSTs with receptors within 63 meters. Based on the SCAQMD recommended methodology for calculating disturbance acreage, the maximum area of disturbance for the Project is approximately 1 acre. Therefore, per the SCAQMD, the thresholds shown are from the lookup tables for a site that is 1 acre. The Project's maximum daily on-site emissions would occur during the overlapping grading/excavation installation phases (for PM10, and PM2.5) and during the underground storage construction phase (for NOx and CO). As shown in Table 6, the local emissions from the Project would be less than the localized significance thresholds with adherence to SCAQMD Rule 403 and AQ SR-1 through AQ SR-2, listed above. No significant impacts would result. Therefore, no mitigation is required.

TABLE 6
CONSTRUCTION PHASE
LOCALIZED SIGNIFICANCE THRESHOLD EMISSIONS

Emissions and Thresholds	Emissions (lbs/day)			
	NOx	**CO**	**PM10**	**PM2.5**
Project maximum daily on-site emissions	26	38	7	1
Localized Significance Threshold	**84**	**827**	**17**	**5**
Exceed threshold?	**No**	**No**	**No**	**No**

lbs/day: pounds per day; NOx: nitrogen oxides; CO: carbon monoxide; PM10: respirable particulate matter 10 microns or less in diameter; PM2.5: fine particulate matter 2.5 microns or less in diameter.

Note: Data is for SCAQMD Source Receptor Area 5, Southeast LA County

Source: SCAQMD 2009 (thresholds); see Appendix A for CalEEMod model outputs.

Also, as discussed previously, the Project would not exceed the SCAQMD air quality significance thresholds, therefore, impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. A significant impact may occur when a project generates pollutant concentrations to a degree that would significantly affect sensitive receptors, which include populations that are more susceptible to the effects of air pollution than the population at large. Exposure of sensitive receptors is addressed for the following situations: CO hotspots; criteria pollutants and toxic air contaminants (TACs, specifically diesel particulate matter [DPM]) from on-site construction; exposure to off-site TAC emissions; and asbestos and lead-based paint during demolition. Operational, long-term TACs may be generated by some industrial land uses; commercial land uses (e.g., gas stations and dry cleaners); and diesel trucks on freeways. Infrastructure projects do not generate substantial quantities of TACs and are therefore not addressed in this report.

Carbon Monoxide Hotspot

In an urban setting, vehicle exhaust is the primary source of CO. Consequently, the highest CO concentrations generally are found close to congested intersections. Under typical meteorological conditions, CO concentrations tend to decrease as the distance from the emissions source (e.g., congested intersection) increases. Therefore, for purposes of providing a conservative worst-case impact analysis, CO concentrations typically are analyzed at congested intersection locations. If impacts are less than significant close to congested intersections, impacts also would be less than significant at more distant sensitive-receptor and other locations. An initial screening procedure is provided in the *Transportation Project-Level Carbon Monoxide Protocol* (CO Protocol) to determine whether a project poses the potential to generate a CO hotspot (UCD ITS 1997). The key criterion is whether the Project would worsen traffic congestion at signalized intersections operating at level of service (LOS) E or F. If a project poses potential for a CO hotspot, quantitative screening is required.

The Project would not significantly increase daily traffic in the Project area, as further discussed in Section 4.17, Transportation. The Project site is currently a high use facility, and although the site enhancements and additional ball field/trail lighting may cause a small increase in users at the site, this would not constitute a significant increase over existing conditions Since the Project would not significantly increase congestion at major signalized intersections, there would be less than significant impacts related to the formation of Project-related CO hotspots, and no mitigation is required.

Criteria Pollutants from On-Site Construction

Exposure of persons to NO_2, CO, PM10, and PM2.5 emissions is discussed in the LST analysis under Response (3.3.b) above. As discussed, there would be a less than significant impact, and no mitigation is required.

Toxic Air Contaminant (Diesel PM) Emissions from On-Site Construction

The greatest potential for TAC emissions during Project activities would be related to DPM emissions associated with heavy equipment operations (CARB identified DPM as a TAC in 1998). Project construction activities would be temporary (15 months for the entirety of the Project). The assessment of cancer risk is typically based on a 30-year exposure period. Because exposure to diesel exhaust would be relatively short in comparison to the full exposure period, the relatively small number of construction equipment used, and the dispersion conditions associated with a relatively large area for which construction activities would occur, Project construction activities would not result in an elevated cancer risk to exposed persons due to the brevity of air pollutant exposure at any one specific location. As such, Project-related toxic emission impacts during Project activities would be less than significant, and no mitigation is required.

Exposure to Off-Site Toxic Air Contaminant Emissions

The CARB *Air Quality and Land Use Handbook: A Community Health Perspective* provides guidance concerning land use compatibility with TAC sources (CARB 2005). While not a law or adopted policy, the handbook offers advisory recommendations for siting sensitive receptors near uses associated with TACs (such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities) to help keep children and other sensitive populations out of harm's way.

Projects of concern for mobile sources of TACs are typically those located within 500 feet of the following types of facilities that emit significant quantities of DPM: urban roads with more than 100,000 vehicles per day; freeways or roads with a high heavy truck concentration; and/or near rail yards, ports, and/or distribution centers. The Project site is more than 500 feet from any freeway or major urban road. With respect to proximity to emissions from railroad sources, CARB recommends avoiding siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard (CARB 2005); the Project site is not located within 1,000 feet of this type of facility. CARB recommends not placing sensitive receptors within the same building as a dry cleaner and avoiding siting residences within 300 feet of a large gas station or within 500 feet of dry-cleaning operations with 2 machines using perchloroethylene. There are no gas stations within 300 feet or dry cleaners within 500 feet of the Project site. As such, the health risks associated with locating sensitive receptors proximate to a dry cleaner would be less than significant since there are no dry cleaners located within 500 feet of the site. It is important to note that the CARB recommendation was published in 2005; however, subsequent to CARB's recommendation in 2007, the CARB established a phase-out of perchloroethylene usage at dry cleaners by 2023. As such, no off-site sensitive uses would be exposed to significant levels of TACs. Impacts would be less than significant, and no mitigation is required.

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

Less than Significant Impact. The Project would not result in other emissions that would affect a substantial number of people. The Project would not treat sewage, generate chemical emissions, or involve other processes that would result in other emissions, or produce objectionable odors, nor does the Project put a substantial number of persons in an area of objectionable odors. According to the SCAQMD's *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 (SCAQMD 1993). Potential odors from Project activities would be limited to short-term diesel exhaust emissions, which would be comparable to odors emitted by typical landscaping or construction activities. There may be situations where construction odors would be noticeable by persons nearby, but these odors would not be of a magnitude to constitute a public nuisance because any odors would be temporary and would dissipate rapidly from the source with an increase in distance and would not be expected to be objectionable to a substantial number of people. Furthermore, the Project construction activities are also regulated from nuisance odors or other objectionable emissions by South Coast AQMD Rule 402. Rule 402 prohibits the discharge from any source of air contaminants or other material, which would cause injury, detriment, nuisance, or annoyance to people or the public. Therefore, the impacts would be less than significant during construction and operation, and no mitigation is required.

3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modification, 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

a) Would the Project have a substantial adverse effect, either directly or through habitat modification, 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?

No Impact. The Project site is located within an urbanized portion of the City, and is developed as an existing park, which lacks potentially suitable habitat to support listed candidate, sensitive, or special status plant or wildlife species for the area. Vegetation on-site is non-native and disturbed, and the Project site and surrounding area is anticipated to be utilized primarily by wildlife species common to urban areas, such as western fence lizards (*Sceloporus occidentalis*), eastern fox squirrel (*Sciurus niger*), coyote (C*anis latrans*), house finch (*Haemorhous mexicanus*), California scrub jay (*Aphelocoma californica*), and red-tailed hawk (*Buteo jamaicensis*). Significant wildlife habitats do not typically occur within urbanized portions of a City. Therefore, there would be no impact on special status plant or wildlife species, and no mitigation is required.

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

No Impact. As described above, no native or otherwise special status vegetation types occur on the Project site. The Project site does not contain riparian habitats or natural communities, such as wetlands or native woodlands. No riparian habitats or sensitive natural communities identified in regional plans, policies, regulations, or by agencies would be impacted by construction and operation of the Project. There would be no impact, and no mitigation is required.

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

No Impact. There are no State or federally protected wetlands within the Project site. The Project site does not contain any water bodies, marshes, or other wetland features as defined by Section 404 of the Clean Water Act. As such, the Project would not have a substantial adverse effect on State or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. There would be no impact, and no mitigation is required.

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

Less than Significant with Mitigation. The Project site is situated in an urban environment and is immediately surrounded by existing residential development, Rio Hondo Elementary School, and public roadway ROW, with other residential, commercial, and office development located nearby. While the park provides some habitat for common local urban wildlife, it is not an established migratory wildlife corridor. The ability of the Project site specifically to support regional wildlife movement has been compromised by surrounding development. As a result, the Project site supports the movement of almost exclusively local wildlife, that also readily use surrounding areas. Therefore, the Project site has very little potential to support critical regional wildlife movement. Urban-adapted wildlife species could use the site, an existing park, for foraging or movement. Additionally, the long-term activity on the Project site would be the same as the existing activity at Furman Park. Wildlife species common to urban areas are not anticipated to be adversely affected by construction activities. These common urban wildlife species are accustomed to a high level of human activity and disturbances similar to construction and are able to relocate easily. Construction activities would create very minimal dust and noise within and adjacent to the work areas. During active construction, wildlife movements may be deterred by noise and human activity; however, most wildlife movements would occur at night while construction activities would occur during the day.

One existing tree may be removed, 3 existing trees would be protected in place, and 10 new trees, including 3 habitat garden trees and 4 field trees would be planted, which would be conducted in compliance with all applicable City requirements. The federal Migratory Bird Treaty Act of 1918 (MBTA) protects the nests of all native bird species, including common species such as mourning dove (*Zenaida macroura*), Anna's hummingbird (*Calypte anna*), and house finch. Nesting birds and raptors have the potential to occur in natural and non-natural features (such as buildings) within and adjacent to the Project site. In addition to the MBTA, Sections 3503 and 3503.5 of the *California Fish and Game Code* protect nesting migratory birds and raptors. Impacts to nesting birds, both on and adjacent to the Project site, would be considered a significant impact prior to mitigation. Therefore, if Project construction is initiated during the typical breeding season for nesting birds (i.e., March 1–September 15) and nesting raptors (i.e., January 1–July 31), **MM BIO-1** requires a pre-construction nesting bird/raptor survey to ensure compliance with the MBTA and describes the process for protecting any active nests identified while construction is ongoing. If construction activities are initiated during the non-breeding season, implementation of **MM BIO-1** would not be required, and there would be no potential impact to nesting birds and raptors. With implementation of MM BIO-1, potential impacts to nesting migratory birds and raptors during their breeding seasons due to Project construction would be reduced to a less than significant impact.

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

Less Than Significant Impact. Chapter VII-6 of the DMC addresses the preservation and protection of street and median trees. The Project would not require the removal of any street trees. As mentioned above, the Project may require the removal of one existing tree within Furman Park, which would be replaced with approximately 10 native trees (as shown on Exhibits 3a and 3b). The City does not currently have any local regulations regarding the removal of these materials; however, the Project would comply with Section 7628 of the DMC, which provides protective measures for trees during construction. The existing dense tree area located along the northern site perimeter would remain protected in place. Other than Chapter VII-6 of the DMC, which only applies to street and median trees, and Section 7628 of the DMC related to protective measures for trees during construction, the City of Downey does not have specific ordinances protecting biological resources beyond the requirements of CEQA.

Prior to Project demolition and construction activities, the Project would be required to submit demolition and landscaping plans to the City for review and approval, detailing the location and type of tree to be removed, as well as the locations and types of trees to be installed. As stated above, should the Project require the removal of one existing tree within Furman Park, removal activities would occur in compliance with City requirements with approval from the City.

Further, the Conservation Element of the City's General Plan states that the City recognizes certain trees as significant in terms of age, historical, or cultural importance that should only be removed in "extreme circumstances". Based on review of the City's Significant Tree

Survey provided within the Conservation Element, there are no trees located on the Project site that have been identified by the City as significant (City of Downey 2005).

Project implementation would improve overall site conditions, including elements related to biological resources, by providing new native vegetation and landscaping, a habitat garden and trail, and increased tree canopy shading. The Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, the Project would result in a less than significant impact, and no mitigation is required.

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

No Impact. There are no adopted Habitat Conservation Plan or Natural Community Conservation Plan (NCCP/HCP) within the City. Therefore, the Project would not conflict with any regional or State plans protecting biological resources. There would be no impact, and no mitigation is required.

Mitigation Measures

MM BIO-1 The Project shall be conducted in compliance with the conditions set forth in the Migratory Bird Treaty Act (MBTA) and *California Fish and Game Code* with methods approved by the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) to protect active bird/raptor nests. As the Project requires that work be initiated during the breeding season for nesting birds (i.e., March 1–September 15) and nesting raptors (i.e., January 1–July 31), the City of Downey shall perform, or direct the performance of, a pre-construction survey for nesting birds and/or raptors shall be conducted by a qualified Biologist within three days prior to any construction activities on the Project site and in the immediately surrounding area (i.e., perform survey within 300 ft for nesting birds and within 500 ft for nesting raptors). A qualified Biologist shall be knowledgeable and experienced in conducting nesting bird surveys within Southern California and in determining appropriate buffer size to prevent bird nesting failure. If the Biologist does not find any active nests in or immediately adjacent to the Project site, the construction work shall be allowed to proceed, and no further mitigation is required.

If the Biologist finds an active nest in or immediately adjacent to the Project site and determines that the nest may be impacted or breeding activities substantially disrupted due to planned construction activities, the Biologist shall delineate an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. Any nest found during survey efforts shall be mapped on the construction plans. The active nest shall be protected until nesting activity has ended. To protect any nest site, the following restrictions to construction activities shall be required until nests are no longer active, as determined by a qualified Biologist: (1)

construction limits shall be established within a buffer around any occupied nest (the buffer shall be 25–100 ft for nesting birds and 300–500 ft for nesting raptors), unless otherwise determined by a qualified Biologist and (2) access and surveying shall be restricted within the buffer of any occupied nest, unless otherwise determined by a qualified Biologist. Encroachment into the buffer area around a known nest shall only be allowed if the Biologist determines that the proposed activity would not disturb the nest occupants. Construction in a buffer area can proceed when the qualified Biologist has determined that fledglings have left the nest or the nest has failed. These requirements shall be monitored by the City of Downey.

3.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Regulatory Setting

California Environmental Quality Act and California Register of Historical Resources

CEQA requires a lead agency to determine whether a Project would have a significant effect on one or more historical resources. According to Section 15064.5(a) of the State CEQA Guidelines, a "historical resource" is defined as a resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR) (Public Resources Code [PRC] Section 21084.1); a resource included in a local register of historical resources (14 *California Code of Regulations* [CCR], Section 15064.5[a][2]); or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (14 CCR Section 15064.5[a][3]).

Section 5024.1 of the PRC, Section 15064.5 of the State CEQA Guidelines, and Sections 21083.2 and 21084.1 of the CEQA Statutes were used as the basic guidelines for this cultural resource analysis. Section 5024.1 of the PRC requires the evaluation of historical resources to determine their eligibility for listing in the CRHR. The purposes of the CRHR are to maintain listings of the State's historical resources and to indicate which properties are to be protected from substantial adverse change. The criteria for listing resources in the CRHR, which were expressly developed to be in accordance with previously established criteria for listing in the National Register of Historic Places (NRHP) (per the criteria listed at 36 Code of Federal Regulations [CFR] Section 60.4) are stated below.

The quality of significance in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California is present in any object, building, structure, site, area, place, record, or manuscript that possesses integrity of location, design, setting, materials, workmanship, feeling and association and that:

a) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; or

b) Is associated with the lives of persons important in our past; or

c) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

d) Has yielded, or may be likely to yield, information important in prehistory or history.

California Health and Safety Code

Sections 7050.5, 7051 and 7054 of the *California Health and Safety Code* collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the *California Public Resources Code*). These sections also address the disposition of Native American burials in archaeological sites and protect such remains from disturbance, vandalism, or inadvertent destruction. Procedures to be implemented are established for (1) the discovery of Native American skeletal remains during construction of a Project; (2) the treatment of the remains prior to, during, and after evaluation; and (3) reburial.

Section 7050.5 of the *California Health and Safety Code* specifically provides for the disposition of accidentally discovered human remains. Section 7050.5 states that, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains.

California Public Resources Code

Section 5097.98 of the *California Public Resources Code* states that if remains are determined by the Coroner to be of Native American origin, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours. When the NAHC receives notification of a discovery of Native American human remains from a County Coroner, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. This regulation also requires that, upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located, is not damaged or disturbed by further development activity until the landowner has discussed and conferred with the most likely descendants regarding their recommendations and all reasonable options regarding the descendants' preferences for treatment. This section of the *California Public Resources Code* has been incorporated into Section 15064.5(e) of the State CEQA Guidelines.

Methods

The Project's impacts were assessed by utilizing the data collected from a cultural resource literature and archival record search from the South-Central Coastal Information Center (SCCIC) and a Sacred Lands File (SLF) search through the NAHC. The results of the study are presented below, and supporting documentation is provided in Appendix B of this IS/MND (except for confidential information).

Archaeological Resources Records and Archival Search

The SCCIC, located on the campus of California State University, Fullerton, houses the literature and records of the California Historical Resources Information System (CHRIS) for Los Angeles, Ventura, and San Bernardino Counties. The records search included a ½-mile search radius around the Project site and was conducted by Psomas on June 5, 2025. The purpose of the literature review and records search was to identify past cultural resource studies and archaeological sites and/or historic buildings and structures previously recorded within and around the Project site.

Sacred Lands File Search

An inquiry was made of the NAHC on June 4, 2025, to request a review of the SLF database regarding the possibility of Native American cultural resources and/or sacred places in the Project vicinity that are not documented on other databases. The NAHC completed its SLF search on June 27, 2025.

Existing Conditions

Archaeological and Historical Studies

A total of 14 cultural resource studies have been conducted within a ½-mile radius of the Project site. These are summarized in Table 7, Cultural Resource Studies Near the Project Site, below. The archaeological and historic studies consist of cultural resource assessments, evaluations of cultural resources, archaeological resources records searches, and Section 106 consultations and historical and archaeological evaluations.

TABLE 7
CULTURAL RESOURCES STUDIES NEAR THE PROJECT SITE

Report No	Year	Author(s)	Title	Location
LA-02882	1993	McKenna, Jeanette A.	Cultural Resources Investigations, Site Inventory, and Evaluations, the Cajon Pipeline Project Corridor, Los Angeles and San Bernadino Counties, California	Outside
LA-02970	1992	Chamerlaine, Pat and Jean Rivers-Council	Cajon Pipeline Project Draft Environmental Impact Statement Environmental Impact Report	Outside
LA-03102	1994	McCawley, William, John Romani, and Dana Slawson	The Los Angeles County Drainage Area Subsequent Environmental Impact Report	Outside
LA-04209	1998	Allen, Kathleen C.	Cultural Resource Assessment for the Esteban E. Torres Rio Hondo Recycled Water Project, Los Angeles County, California	Outside
LA-04769	2000	Duke, Curt	Cultural Resource Assessment for Pacific Bell Mobile Services Facility La 289-05, County of Los Angeles, California	Outside
LA-04834	1999	Ashkar, Shahira	Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Anaheim, Los Angeles and Orange Counties	Outside
LA-07047	2002	Duke, Curt	Cultural Resource Assessment Cingular Wireless Facility No. Sm 510-01 Los Angeles County, California	Outside
LA-07056	2003	Maki, Mary K.	Addendum Study - Clara Street Senior Housing Project, 7716 & 7720 Park Lane and 7706 & 7712 Scout Avenue, Bell Gardens, Los Angeles County	Outside
LA-07058	2003	Harper, Caprice D.	Cultural Resource Assessment Cingular Wireless Facility No. Sm 510-02 Bell Gardens, Los Angeles County, California	Outside
LA-07624	2005	Bonner, Wayne H.	Cultural Resource Records Search Results and Site Visit for At&t Site Candidate 950-004-502a (florence & Scout Walk) 7314 Scout Avenue, Bell Gardens, Los Angeles County, California	Outside
LA-08000	2002	Dice, Michael H.	Records Search Results for Bechtel Communications Facility 6lad485 (hollywood and Orange), 7036 Hollywood Boulevard, Los Angeles, Los Angeles County, California	Outside
LA-08255	2006	Arrington, Cindy and Nancy Sikes	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and Ii	Outside

TABLE 7
CULTURAL RESOURCES STUDIES NEAR THE PROJECT SITE

Report No	Year	Author(s)	Title	Location
LA-10854	2008	Fulton, Phil and Judith Marvin	Cultural Resource Assessment, Verizon Wireless Services Lakeflore Facility, City of Downey, Los Angeles County, California	Outside
LA-12451	2013	Bonner, Wayne H, Sarah A. Williams, and Kathleen A. Crawford	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate LA02289A (LA289 Downey Office Build), 8060 Florence Avenue, Downey, Los Angeles County, California	Outside
Source: SCCIC 2025. Appendix B.				

Of these 14 studies within a ½-mile radius of the Project site, none were conducted within the Project site.

Archaeological and Historical Resources

A total of four cultural resources were identified within a ½-mile radius of the Project site. These resources are summarized below in Table 8, Cultural Resources Near the Project Site, below. Of these four resources, two were identified as historic buildings, one was identified as a historic building/structure, and one was identified as a historic structure/element of district. Two of the identified resources have been assigned an Office of Historic Preservation (OHP) Property Number. None of the historic buildings/structures are located within the Project site. No precontact or historical-era archaeological resources were identified within the Project site or within the ½-mile search radius surrounding the Project site.

TABLE 8
CULTURAL RESOURCES NEAR THE PROJECT SITE

Primary	Resource Name/Description	Type	Age	Year (Recorders)	Location
P-19-177347	OHP Property Number – 028023; Casa de Parley Johnson	Building, Structure	Historic	1985 (Kathryn Gualtieri)	Outside
P-19-187876	OHP Property Number – 131376; Johnie's Broiler	Building	Historic	2002 (P. Moruzzi)	Outside
P-19-188222	—	Building	Historic	2008 (J. Marvin)	Outside
P-19-188983	LA Dept of Water & Power Boulder Lines North & South	Structure, Element of District	Historic	2008 (Noah M. Stewart) 1999 (Stephen Van Wormer) 2018 (Jessica B. Feldman) 2013 (Heather Gibson and Marc Beherec) 2020 (A. Canoff)	Outside
Source: SCCIC 2025. Appendix B.					

Sacred Lands File Search

The NAHC SLF results for sacred lands in the vicinity of the Project are negative. However, the NAHC notes that Lead Agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive, and a negative result of these searches do not preclude the existence of a tribal cultural resource (TCR). Additionally, a tribal representative may be the only source of information regarding the existence of a TCR. Therefore, the NAHC provided a list of contacts for tribal representatives and governments with ancestral ties to the Project site to assist with scoping and consultation. The City performed Native American consultation, as required by AB 52. For additional information on AB 52 consultation, please reference Section 3.18, Tribal Cultural Resources, of this IS/MND.

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

Less than Significant Impact. A significant impact could occur if the Project were to disturb historic resources that presently exist within the Project Site. Section 15064.5 of the CEQA Guidelines generally defines a historic resource as a resource that is (1) listed in or determined to be eligible for listing in the CRHR; (2) included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code); or (3) identified as significant in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code). Additionally, any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be a historic resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR. The CRHR automatically includes all properties listed in the NRHP and those formally determined to be eligible for listing in the NRHP.

As stated above, the cultural resources records search identified four historic buildings/structures within a ½-mile radius of the Project site. None of the historic buildings/structures are located within the Project site and would not be physically impacted or altered the implementation of the Project. Therefore, there would be a less than significant impact to historic resources, and no mitigation is required. No other historic resources were identified within ½-mile radius of the Project Site.

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

Less than Significant with Mitigation. The records search and literature review did not identify any previously recorded precontact or historic archaeological sites on the Project site or within a ½-mile radius of the Project site. However, the absence of known archaeological resources in the Project site does not preclude the possible presence of undiscovered intact archaeological resources that may lie below the ground surface. The exposure of archaeological resources during ground-disturbing activities is addressed by

adherence to Section 21083.2(g) of the PRC (**MM CUL-1**). With the implementation of **MM CUL-1**, there would be less than significant impacts related to the discovery of unanticipated archaeological resources during construction activities. Operation of the Project would not impact archaeological resources, because there would be no long-term excavation or other earthmoving activities.

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

Less than Significant Impact. Based on the records search and literature review discussed above, there are no known human remains on the site. The Project site is not part of a formal cemetery and is not known to have been used for burial of historic or prehistoric human remains. Thus, the Project is not expected to impact known human remains or cemeteries. However, if human remains are encountered during Project construction, those remains would require proper treatment, in accordance with applicable laws. Sections 7050.5 through 7055 of the *California Health and Safety Code* describe the general provisions for human remains. Specifically, Section 7050.5 of the *California Health and Safety Code* describes the protocols to be followed if human remains are accidentally discovered during excavation of a site. In addition, the requirements and procedures set forth in Section 5097.98 of the PRC would be implemented. If human remains are found during excavation, construction activities must stop in the vicinity of the find and in any area that is reasonably suspected to overlie remains until the County Coroner has been notified; the remains have been investigated; and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with State regulations, which detail the appropriate actions necessary in the event human remains are encountered, potential impacts would be less than significant, and no mitigation is required.

Mitigation Measures

MM CUL-1 Prior to the commencement of any excavation or ground-disturbing activities, the City shall retain a qualified archaeologist who meets the Secretary of the Interior's Professional Qualification Standards to be available on-call in the event archaeological resources are inadvertently unearthed. If such resources are discovered during excavation, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the discovery and promptly notify the City's Community Development Director. The retained archaeologist shall evaluate the significance of the find and, in consultation with the City or its designee, determine an appropriate course of action.

If the archaeological resources are determined to be significant pursuant to Section 15064.5 of the State CEQA Guidelines, the archaeologist, in coordination with the City or its designee, shall implement appropriate measures for documentation, recovery, and/or avoidance. The archaeologist shall also prepare a report of findings, which shall include the period of inspection, an analysis of any artifacts found, and the repository location of the recovered materials. The archaeologist shall prepare excavated materials for identification and curation, and the City or its designee shall be responsible for any associated curatorial fees.

3.6 ENERGY

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

a) Would the Project 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. The following analysis evaluates the Project's potential to increase the demand for energy through construction and operation of the Project, day-to-day operations, and fuel consumption associated with Project construction.

Energy Consumption During Construction

Construction activities would require energy for activities such as the manufacturing and transportation of building materials, demolition/grading activities, and infrastructure construction. Construction of the Project would require electricity to power construction-related equipment but would not involve the consumption of natural gas. The construction-related equipment, including forklifts, would not be powered by natural gas, and no natural gas demand is anticipated during construction.

Transportation represents the largest energy use during construction and would occur from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline). Therefore, the analysis of energy use during construction focuses on fuel consumption. It is anticipated that construction trucks and vendor trucks hauling materials to and from the Project site would use diesel fuel, whereas construction workers traveling to and from the Project site would use gasoline-powered vehicles. Fuel consumption from transportation uses are not anticipated to be different than current conditions because the Project was determined to result in comparable levels of vehicle trips to existing uses.

Construction emissions are estimated for the Project using the CalEEMod model, as detailed in Section 3.3, Air Quality, of this IS/MND. Estimates of fuel consumption (diesel fuel and gasoline) from construction equipment, construction trucks, and construction worker vehicles are based on anticipated construction equipment assumptions and trip estimates

from CalEEMod and fuel efficiencies from the EMissions FACtor 2021 model (EMFAC 2021). Fuel consumption estimates are presented in Table 9, Project Energy Consumption Estimates During Construction. CalEEMod output sheets and detailed energy calculations are included in Appendix C.

As detailed in Table 9, below, the Project would consume approximately 35,475 gallons of diesel fuel and approximately 11,539 gallons of gasoline during construction. For context, the Project's projected fuel consumption compared to fuel consumption data for the Los Angeles region; the information within was obtained from CARB's EMFAC database.

TABLE 9
PROJECT ENERGY CONSUMPTION ESTIMATES DURING CONSTRUCTION

Source	Gasoline (gallons)	Diesel (gallons)
Construction	11,539	35,475
2023 Los Angeles Regional Fuel Consumption	3,824,838,699	587,320,531
Percentage of Project Fuel Consumption Compared to 2023 Regional Fuel Consumption	<1%	<1%
Sources: based on data from CalEEMod, Off-Road, and EMFAC2021. Energy data can be found in Appendix C.		

As the fuel consumption resulting from Project construction would constitute less than 1% of the annual fuel consumption within the Los Angeles Region, construction of the Project would have a negligible effect on local and regional energy supplies. Furthermore, impacts related to energy use during construction would be temporary and relatively minimal in comparison to the State's available energy resources. No unusual Project characteristics would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or the State. In addition, construction activities are not anticipated to result in inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the Project. The Project would not cause or result in the need for additional energy facilities or an additional or expanded delivery system. As such, fuel consumption during construction would not be inefficient, wasteful, or unnecessary.

Energy Use During Operations

The proposed Project would not involve substantial use of energy during the operations phase. There will be periodic maintenance and inspection trips to the site. The development of water capture systems would assist in recharging the local groundwater aquifer and enlarging the amount of water that could be pumped for the City and the region. Extraction of local water supplies is less energy intensive as extraction and conveyance of water from outside the region. Additionally, the Project may utilize additional electricity from the proposed lighting for field and trail uses. However, energy consumption associated with the Project's lighting needs would be nominal relative to existing conditions. Additionally, the added ball field/trail lighting would be utilized for safety and wayfinding purposes, and

would not constitute an unnecessary use on-site. The Project would not create a new significant impact pertaining to energy that was not previously analyzed, and no new mitigation measures are required.

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

No Impact. As discussed in Section 3.11, Land Use and Planning, the Project would continue to provide park and recreational facilities at the existing Furman Park, and the Project would not conflict with the land use designation. The Project uses water conservation technologies and practices to redirect stormwater runoff into a subsurface infiltration gallery, where it would replenish the underlying groundwater basin. Conservation of energy resources related to the Project can help reduce energy demand in the City. As such, the Project would not obstruct the City's policies related to energy use. There would be no impact, and no mitigation is required.

3.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Information in this section is derived primarily from the *Geotechnical Design Report, Furman Park Stormwater Capture, Storage, and Infiltration Facilities, 10419 Rives Avenue, Downey, California*, dated July 15, 2022 (Tetra Tech 2022) and *Addendum No. 1 to Geotechnical Design Report*, dated April 23, 2023 (Tetra Tech 2023) (collectively referred to as "Geotechnical Report") prepared for the Project by Tetra Tech. These reports are included as Appendix D-1 and D-2, respectively.

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

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

iv) Landslides?

No Impact. According to the Geotechnical Report prepared for the Project, the Project site is not located within a designated Earthquake Fault Zone for fault surface rupture hazard, and the nearest fault zone to the Project site for surface rupture is the Elsinore-Whittier Fault Zone approximately 5.8 miles northeast of the site (Tetra Tech 2022). The Project's Geotechnical Report further determined through field exploration and literature review that no surface traces of any active or potentially active faults are known to pass directly through or project towards the site and therefore concluded that the potential for surface rupture due to faulting occurring beneath the site during Project construction is considered low (Tetra Tech 2022). Additionally, the Project site is not located in an Earthquake-Induced Landslide Hazard Zone identified on the State of California Seismic Hazard Zones Map (Tetra Tech 2022). The site is relatively level with no evidence of landsliding observed at or in the immediate vicinity of the site. Therefore, the Geotechnical Report determined that earthquake-induced landslides hazards were not present at the site (Tetra Tech 2022). As such, the Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or landslides. No impact would occur, and no mitigation is required.

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

ii) Strong seismic ground shaking?

Less than Significant Impact with Mitigation. As discussed above, there are no active or potentially active faults traversing the Project site. However, the site is in a seismically active area, as is the majority of southern California, and the potential for strong ground motion in the area may occur during the design life of the Project. Considering the proximity of the site to active faults capable of producing a maximum movement magnitude of 6.0 or more, the Project site has a high potential for experiencing strong ground motion (Tetra Tech 2022). While the proposed facilities could potentially be subject to moderate or severe seismic ground shaking, they would be designed and constructed in conformance with applicable seismic safety requirements of the California Building Code (CBC). Additionally, the Project would implement **MM GEO-1**, which would require the Project to be designed and constructed in accordance with the recommendations provided in the Project's Geotechnical Report and includes seismic design parameters developed per the CBC. Modern engineering practices and compliance with the CBC, incorporated by reference into the DMC, for the construction of all built structures and replacement of in-kind facilities (i.e., the recreation facilities and related amenities) would minimize adverse safety effects to the maximum extent feasible. In addition, earthquake-resistant design and materials used in new

construction must meet the current seismic engineering standards. Project plans would be reviewed and approved by the City prior to construction to ensure all Project improvements are geotechnically sound. Also, the Project would not involve construction of habitable structures or structures whose height, mass, or materials would pose a hazard in the event of an earthquake. As such, impacts related to seismic ground shaking would be less than significant with **MM GEO-1** incorporated.

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

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact with Mitigation. Liquefaction is the phenomenon in which loosely deposited granular soils with silt and clay contents of less than approximately 35 percent and non-plastic silts located below the water table undergo rapid loss of shear strength when subjected to strong earthquake-induced ground shaking. Ground shaking of sufficient duration results in the loss of grain-to-grain contact due to a rapid rise in pore water pressure and causes the soil to behave as a fluid for a brief period of time. Liquefaction is known generally to occur in saturated or near saturated cohesionless soils at depths shallower than 50 feet. Factors known to influence liquefaction potential include composition and thickness of soil layers, grain size, relative density, groundwater level, degree of saturation, and both intensity and duration of ground shaking.

Accordingly, an evaluation of the liquefaction potential of the subsurface soils at the site was performed by Tetra Tech as part of the Geotechnical Report. The analysis determined that the underlying soils are susceptible to liquefaction during the design seismic event (Tetra Tech 2022). The Geotechnical Report determined that Project construction is feasible from a geotechnical standpoint, provided that the recommendations contained within the Geotechnical Report are incorporated into the design plans and implemented during construction. Therefore, with implementation of **MM GEO-1**, requiring the Project to adhere to all recommendations in the Geotechnical Report, including those specific to liquefaction hazards, impacts would be reduced to a less than significant level.

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

Less than Significant Impact. The largest source of erosion and topsoil loss, particularly in a developed environment, is uncontrolled drainage during construction activities. The Project may temporarily expose soils on the Project site to wind and/or water erosion from grading and construction activities. Because the Project site would disturb more than one acre of land (the construction footprint is approximately 4.1 acres) the Project would require compliance with State Water Resources Control Board's (SWRCB's) NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities. This would require preparation of a project-specific Storm Water Pollution Prevention Plan (SWPPP), which describes practices to reduce pollutants in stormwater discharges from the construction site by implementing BMPs, such as sandbags and detention basins. Additionally, the Project would implement an erosion control plan which includes various BMPs to prevent erosion, contain sediment, and control drainage, such as installing construction fencing and wind screens, silt fences, stabilized construction

entrance/exit, temporary inlet sediment filters, and other standard erosion and sediment control measures. As such, substantial pollutants would not be introduced into storm water runoff, including sediment, during construction of the Project. The Project would also comply with the SCAQMD Rule 403 for fugitive dust control, which requires regular watering of active grading areas and unpaved roads, limiting vehicle speeds on unpaved surfaces, stabilizing stockpiled earth, and curtailing grading operations during high wind conditions. Therefore, construction and operation of the Project would not result in substantial soil erosion or loss of topsoil. There would be a less than significant impact, and no mitigation is required.

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

Less than Significant Impact with Mitigation. Liquefaction and landslides are addressed under Thresholds 3.7(a)(iii) and 3.7(a)(iv) above, and there would be no significant impacts associated with these conditions with adherence to **MM GEO-1,** which requires the Project to adhere to all recommendations presented in the site-specific Geotechnical Report.

Based on the subsurface soil investigation as part of the Geotechnical Report, the Project site is generally underlain by artificial fill and native alluvial soils. Artificial fill consisting of medium dense fine silty sands was encountered up to depths of 5 feet below ground surface (bgs) along the proposed pipeline alignments, and up to 2.5 feet bgs within the Furman Park area. Fill materials encountered within the Furman Park area consisted of medium dense fine-grained silty sands. Based on the field investigation, the soil materials below the artificial fill are alluvial deposits consisting of stiff to very stiff sandy silts and medium dense silty sands to sands, which are generally not susceptible to collapse. Based on soil consolidation testing, it was determined that collapsible soils are not considered a hazard on the Project site. (Tetra Tech 2022)

Lateral spreading is a liquefaction-related phenomenon that is characterized by the horizontal, or lateral, movement of the ground. Lateral spreads are distinctive because they usually occur on very gentle slopes or flat terrain. Lateral spreading is induced by liquefaction, the process whereby saturated, loose, cohesionless sediments (usually sands and silts) are transformed from a solid into a liquefied state. Failure is usually triggered by rapid ground motion, such as that experienced during an earthquake, but can also be artificially induced. Based on the Geotechnical Report, lateral spreading is not considered a hazard at the Project site; therefore, impacts would be less than significant. Additionally, adherence to the recommendations presented in the Geotechnical Report, as required by **MM GEO-1**, would further ensure less than significant impacts.

Subsidence occurs when a large portion of land sinks, usually through the extraction of groundwater, oil, or natural gas, though other methods such as earthquakes, soil compaction, erosion, sinkhole formation, and the saturation of soils with water can trigger subsidence (NOAA 2024a). No large-scale extraction of groundwater, gas, oil, or geothermal energy is planned at the site or in the general site vicinity, and therefore no significant impacts related to subsidence would occur (Tetra Tech 2022).

As noted previously, the Project will not involve construction of any habitable structures or structures whose height, mass, or materials would pose a hazard in the event of an earthquake and result in secondary seismic hazards. Modern engineering practices and compliance with the most recent CBC, incorporated by reference into the DMC, for replacement of in-kind facilities (i.e., the recreation facilities and related amenities) would minimize adverse safety effects associated with unstable geologic units or soils to the maximum extent practicable. Additionally, implementation of **MM GEO-1** requiring the Project to incorporate the design and construction recommendations of the Geotechnical Report would further reduce any potential impacts. As stated previously, the Project includes improvement and stabilization of existing features, which would ultimately reduce the likelihood of adverse effects related to secondary seismic hazards. With implementation of **MM GEO-1**, impacts would be reduced to less than significant.

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

Less than Significant Impact. Expansive soils are soils that swell when they absorb water and shrink as they dry due to the presence of clay. Materials encountered through subsurface exploration indicated that the surficial soils at the site have a very low expansion potential and thus determined that expensive soils near the ground surface are not likely to be a hazard on the Project site (Tetra Tech 2022). Therefore, the Project would result in a less than significant impact related to expansive soils.

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

No Impact. The Project does not include the construction of any septic systems or alternative wastewater disposal systems. The construction crew will be served by portable toilets that will be brought to the site during construction activities and removed at the end of construction activities. There would be no impact, and no mitigation is required.

f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant with Mitigation. A paleontological records search was requested from the Natural History Museum of Los Angeles County (NHM) Vertebrate Paleontology Department and results were received on June 29, 2025. The results indicate that no fossil localities have been recorded or georeferenced directly within the Project site; however, fossil localities are located nearby from similar sedimentary deposits that may occur at the surface or depths within the Project site. Therefore, in the event that paleontological resources are inadvertently discovered during earth moving activities, the Project would implement **MM GEO 2**, which develops a discovery protocol to ensure the Project would not directly or indirectly destroy a unique paleontological. Therefore, impacts to paleontological resources would be less than significant with mitigation incorporated.

Mitigation Measures

MM GEO-1 The Project shall comply with all earthwork and site grading, design, and construction recommendations contained in the Project-specific Geotechnical Report, prepared by Tetra Tech and dated July 15, 2022. These recommendations shall be reviewed by the City of Downey Building & Safety Division and formalized on all final grading plans, design drawings, and construction plans, as appropriate, prior to the issuance of any demolition or grading permits.

MM GEO-2 Prior to the commencement of any excavation or ground-disturbing activities, the City shall retain a qualified professional paleontologist to be available on-call in the event that paleontological resources are inadvertently unearthed. If such resources are discovered during excavation, the contractor shall immediately cease all earth-disturbing activities within a 100-foot radius of the discovery and promptly notify the City's Community Development Director. The retained paleontologist shall evaluate the significance of the find and, in consultation with the City or its designee, determine an appropriate course of action.

If the paleontological resources are determined to be significant, the paleontologist, in coordination with the City or its designee, shall implement appropriate measures for documentation, recovery, and/or avoidance. The paleontologist shall also prepare a report of findings, which shall include the period of inspection, an analysis of any resources found, and the repository location of the recovered materials. The paleontologist shall prepare collected materials for identification and curation, and the City or its designee shall be responsible for any associated curatorial fees.

3.8 GREENHOUSE GAS EMISSIONS

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

Global climate change is currently an important environmental, economic, and political issue. Increasing GHG emissions has led to an anthropogenic[1] warming trend of the earth's average temperature, which is causing changes in the earth's climate. Scientific research indicates with very high confidence (i.e., at least 90 percent) that the rate and magnitude of current global temperature changes are anthropogenic, and that global warming will lead to adverse climate change effects around the globe. GHG emissions are primarily associated with (1) the burning of fossil fuels during motorized transport, electricity generation, natural gas consumption, industrial activity, manufacturing, and other activities; (2) deforestation; (3) agricultural activity; and (4) solid waste decomposition.

On September 27, 2006, AB 32, the California Global Warming Solutions Act of 2006, was enacted by the State of California. The legislature stated that "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California". AB 32 caps California's GHG emissions at 1990 levels by 2020. This bill represents the first enforceable Statewide program in the United States to cap all GHG emissions from major industries and include penalties for noncompliance. While acknowledging that national and international actions will be necessary to fully address the issue of global warming, AB 32 lays out a program to inventory and reduce GHG emissions in California and from power generation facilities located outside the State that serve California residents and businesses.

At the direction of the State Legislature in SB 97, the California Natural Resources Agency recently adopted amendments to the CEQA Guidelines that require GHG emissions analysis in CEQA documents.[2]

Neither the County of Los Angeles or City of Downey, nor any other entity with jurisdiction over the City, have adopted GHG emissions significance thresholds to assist lead agencies in determining whether impacts are significant with respect to GHG emissions. Beginning in

[1] Anthropogenic effects, processes, objects, or materials are those that are derived from human activities, as opposed to those occurring in natural environments without human influence.

[2] The CEQA Guidelines revisions were adopted December 30, 2009. The Adopted Amendments became effective March 18, 2010.

April 2008, the SCAQMD convened a working group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. The Working Group met approximately once per month. On December 5, 2008, the SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold for industrial projects where the SCAQMD is the lead agency (SCAQMD 2008). The interim screening threshold for industrial projects is 10,000 metric tons of carbon dioxide equivalent units per year ($MTCO_2e$/yr). In September 2010, the Working Group presented a tiered approach to determining GHG significance. At Tier 1, a GHG emissions impact would be less than significant if the project qualifies under a categorical or statutory CEQA exemption. At Tier 2, a GHG emissions impact would be less than significant if the project is consistent with a previously adopted GHG reduction plan that meets specific requirements.[3] Tier 3 for industrial projects proposes extending the 10,000 $MTCO_2e$/yr screening threshold applicable to SCAQMD lead agency projects to other lead agency industrial projects. Tier 3 proposes the following screening values for residential and commercial projects: either a single 3,000 $MTCO_2e$/yr threshold for all land use types or separate thresholds of 3,500 $MTCO_2e$/yr for residential projects; 1,400 $MTCO_2e$/yr for commercial projects; and 3,000 $MTCO_2e$/yr for mixed-use projects. A project with emissions less than the applicable screening value would have less than significant GHG emissions.

No thresholds have been adopted that directly relate to this Project because it is not a typical land use development project (e.g., residential, commercial, industrial, transportation). To provide a conservative significance threshold, the 3,000 $MTCO_2e$/yr threshold was selected for determining the significance of the Project's GHG emissions.

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

Less than Significant Impact. The GHG emissions resulting from implementation of the Project were calculated using CalEEMod with the same model inputs as described for the calculation of criteria pollutants in Section 3.3, Air Quality, of this IS/MND. As with the analysis in Section 3.3, the worst-case annual GHG emissions were calculated using CalEEMod Version 2022.1.1.29 from vehicle engine exhaust hauling construction equipment, on-road hauling trucks, vendor trips, and worker commuting trips. The results are provided in metric tons of CO_2 equivalent ($MTCO_2e$), and the CalEEMod data is provided in Appendix A. Table 10, Estimated Greenhouse Gas Emissions from Construction, summarizes the results of the GHG emissions modeling for the Project.

[3] The plan must (1) quantify greenhouse gas emissions, both existing and projected over a specified time period, resulting from activities within a defined geographic area; (2) establish a level, based on substantial evidence, below which the contribution to GHG emissions from activities covered by the plan would not be cumulatively considerable; (3) identify and analyze the GHG emissions resulting from specific actions or categories of actions anticipated within the geographic area; (4) specify measures or a group of measures, including performance standards, that substantial evidence demonstrates, if implemented on a project-by-project basis, would collectively achieve the specified emissions level; (5) establish a mechanism to monitor the plan's progress toward achieving the level and to require an amendment if the plan is not achieving specified levels; and (6) be adopted in a public process following environmental review (CEQA Guidelines Section 15183.5).

TABLE 10
ESTIMATED GREENHOUSE GAS EMISSIONS FROM CONSTRUCTION

Year	Annual GHG Emissions ($MTCO_2e$)
2026	459
2027	387
Total	**846**
Amortized Emissions	28
Threshold	**3,000**
Exceeds Threshold?	**No**
GHG: greenhouse gas; $MTCO_2e$: metric tons of carbon dioxide equivalent CalEEMod output data are in Appendix A.	

As shown in Table 10, estimated total GHG emissions for Project construction are 28 $MTCO_2e$. Because impacts from a project's construction activities occur over a relatively short period of time, they contribute a relatively small portion of a project's lifetime GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. The SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime so that GHG reduction measures address construction GHG emissions as part of operational GHG reduction strategies (SCAQMD 2008). The amortized emissions from the Project would be 28 $MTCO_2e$. The amortized construction emissions would be less than the SCAQMD screening level of 3,000 $MTCO_2e$/year. The Project would result in nominal operational GHG emissions associated with energy demand and maintenance truck trips. Therefore, GHG emissions would be less than significant, and no mitigation is required.

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

Less than Significant Impact.

City of Downey Energy Action Plan

While the City of Downy does not have a certified Climate Action Plan, in 2015 the City adopted its Energy Action Plan (EAP). The main goal of the EAP is to provide a roadmap for the City to reduce GHG emissions. The City's EAP is aligned with California Assembly Bill 32, the California Global Warming Solutions Act (AB 32). Nonetheless, as discussed above, the Project would not result in excessive or unnecessary energy consumption, nor would the Project's annual GHG emissions exceed the SCAQMD screening level of 3,000 MTCO2e/yr. As such, the Project would not conflict with the City's EAP.

2022 CARB Scoping Plan

The Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and

future regulatory requirements promulgated through the 2022 Scoping Plan. Moreover, and as indicated above, the Project's level of GHG emissions would not exceed the SCAQMD recommended threshold of 3,000 MTCO2e/yr. As such, the Project would not conflict with the 2022 CARB scoping plan and impacts would be less than significant.

SCAG's 2024-2050 RTP/SCS

The principal State plan and policy adopted for the purpose of reducing GHG emissions is AB 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. 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 address land use allocation in that Metropolitan Planning Organization's Regional Transportation Plan (RTP). The principles of SB 375 are incorporated in the Southern California Association of Government's (SCAG) adopted 2024-2050 RTP/SCS. The proposed Project is neither a housing development project nor a transportation project that would increase population within the State or increase vehicle miles travelled (VMT). As discussed under Threshold 4.7a, the Project would also not result in substantial amounts of GHG emissions from either the construction phase or from the operations phase. As shown in Table 10, the Project would result in emissions which are below the SCAQMD's draft interim significance threshold for GHGs. As such, GHG emissions generated by the Project are not considered to be substantial.

Moreover, the Project would not conflict with the goals outlined in the plan, which are to build and maintain an integrated multimodal transportation network; develop, connect and sustain communities that are livable and thriving; create a healthy region for the people of today and tomorrow; and support a sustainable, efficient and productive regional economic environment that provides opportunities for all residents. A less than significant impact would occur.

3.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within 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) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. Demolition and construction activities for the proposed Project would involve the use of chemical substances such as solvents, paints, fuel for equipment, and other potentially hazardous materials. Hazards to the environment or the public would typically occur with the transport, use, storage, or disposal of hazardous materials. Demolition and construction activities would be relatively short-term and the transport, use, and disposal of hazardous materials as part of these activities would occur in small quantities and on a temporary basis. To prevent public safety hazards, the contractor would be required to comply with existing regulations for the transport, use, storage and disposal of hazardous materials to, which include the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, California Hazardous Waste Control Act, and California Accidental Release Prevention Program, among others.

With Project implementation, the Project would continue operations as a community park, which does not use or store large quantities or unusually hazardous substances. Long-term maintenance activities may involve use of materials such as paints, cleaning agents, and materials used for landscape equipment operation such as fuels, oils, and solvents, in small volumes and for brief periods. There would be no change in the type, amount, or frequency of hazardous materials' use at Furman Park as a result of the Project. These materials would be handled in compliance with existing federal, State, and local regulations. As such, the operation of the Project would not involve the routine transport, use, or disposal of hazardous materials that would create a significant hazard to the public or the environment. There would be a less than significant impact, and no mitigation is required.

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

Less than Significant Impact. Construction of the Project would involve the use of common hazardous substances such as petroleum-based fuels and hydraulic fluid. However, the level of risk associated with the accidental release of hazardous substances during construction is considered low due to the small volume of hazardous materials that would be used during construction. Hazardous substances required for construction would be handled, transported, and/or disposed of in accordance with all federal, State, and local laws. Upon required compliance with these existing regulations, upset and accident conditions involving the use of such substances are not reasonably foreseeable.

As discussed above, operation of the Project site would be essentially the same as under existing conditions and park maintenance activities may involve use of materials such as paints, cleaning agents, and materials used for landscape equipment operation such as fuels, oils, and solvents. The risk level for accidental release of hazardous substances would be low due to the small volume of materials that would be used at any given time and because there would be no change in the type, amount, or frequency of hazardous materials' use at Furman Park compared to the existing condition.

As such, construction and operation of the Project would not involve the release of hazardous materials into the environment that would create significant hazard to the public or the environment. There would be a less than significant impact, and no mitigation is required.

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

Less than Significant Impact. Rio Hondo Elementary School is located within one-quarter mile of the Project site (the school abuts Furman Park to the south) at 7731 Muller Street. As discussed above, Project construction and operation would require limited transport and use of hazardous materials. However, these activities would be conducted in compliance with existing federal, State, and local regulations, and the types and volumes of materials would not represent a significant risk to the public or the environment.

As discussed in Section 3.3, Air Quality, local and regional emissions of criteria air pollutants would be below all SCAQMD thresholds, and TAC emissions–namely diesel particulate

matter from on-site construction equipment and the haul trucks–would not result in health risks to any sensitive receptors near the Project site. As such, construction of the Project would not involve emissions in quantities that could be considered hazardous in the vicinity of any school. Additionally, the operation of the Project would not impact nearby schools due to hazardous emissions, because there would be no long-term changes to the regular inspection and maintenance operations that have occurred historically. There would be a less than significant impact, and no mitigation is required.

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

No Impact. There are no sites within or near the Project site identified on the Hazardous Waste and Substances List (also called the Cortese List) compiled by the California Environmental Protection Agency (CalEPA) pursuant to Section 65962.5 of the *California Government Code* (CalEPA 2025). There would be no impact related to identification of the site on the Cortese List such that a significant hazard to the public or the environment would occur during construction or operation of the Project. There would be no impact, and 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 Project site is not located within two miles of a public airport or public use airport or within an airport safety zone area. The closest public use airport, Compton/Woodley Airport, is located approximately 7.4 miles southwest of the Project site. The Project's implementation would not result in a safety hazard by introducing incompatible development (development that penetrates an airport's slope [a structure that would interfere with the approach and takeoff of aircraft utilizing the aforementioned airport]) within a Runway Protection Zone (RPZ), nor would the Project expose Park visitors or maintenance workers to excessive noise associated with the Compton/Woodley Airport. Thus, no impact would occur, and no mitigation is required.

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

Less than Significant Impact. The City of Downey prepared the 2024 Hazard Mitigation Plan (HMP) in order to fulfill the necessary conditions to be eligible for, and possibly obtain, federal hazard mitigation grant funding under the Disaster Mitigation Act of 2000. The 2024 HMP, adopted February 2025, complies with the Federal Disaster Mitigation Act (2000) and Federal Register 44 CFR Parts 201 and 206 (City of Downey 2024).

Based on review of the Circulation and Safety elements of the City's General Plan, as well as the 2024 HMP, there are no designated evacuation routes within the City of Downey (City of Downey 2005 and 2024). The Project would maintain adequate emergency access for

emergency vehicle along all public streets. During construction activities, the Project would comply with all conditions set forth in the required Project-specific TCP, which would ensure adequate emergency access is maintained at all times. During the diversion pipe installation within the public ROW, through traffic would be maintained at all times. During non-construction times, the area will be plated to ensure traffic flows along the public ROW including Rives Avenue, Irwingrove Drive, Horley Avenue, and Florence Avenue.

Public access to and use of the recreation facilities on the site with Project implementation would be the same as in the existing condition. Operationally, the Project would not affect emergency response or emergency evacuation of adjacent land uses, similar to existing conditions. Therefore, the Project would have a less than significant impact regarding interference with emergency response or evacuation plans during construction and operation, and no mitigation is required.

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

No Impact. The Project site is in a highly urbanized area of the City and there are no areas of native vegetation found within the vicinity of the Project site. In addition, the site and the surrounding areas are not located in designated Fire Hazard Severity Zone (FHSZ), as identified by the California Department of Forestry and Fire Prevention (CAL FIRE) (CAL FIRE 2025). The Project would also be required to adhere to construction provisions as provided in the Municipal Code, the CBC, and California Fire Code. Implementation of the Project would not expose people or structures directly or indirectly to a significant risk of loss or death associated with wildland fires. As a result, no impact would occur, and no mitigation is required.

3.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater 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:				
i) Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff?	☐	☐	☐	☒
iv) 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?	☐	☐	☐	☒

a) Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less than Significant Impact. The Project proposes the construction of a stormwater diversion structure and underground infiltration basin beneath a portion of Furman Park. This facility is specifically designed to capture, treat, and infiltrate stormwater runoff from a sizeable drainage area of approximately 475 acres. The Project incorporates BMPs, including multiple pretreatment units, which are intended to remove pollutants including trash, sediment, hydrocarbons, zinc, and copper prior to infiltration.

The Project site is located within the Lower Los Angeles River Watershed and is under the jurisdiction of the LARWQCB. The Project could result in short-term, construction-related

impacts to surface water quality from minimal grading and other construction activities (e.g., erosion, spills, and leaks from construction equipment). Because the Project site would disturb more than one acre of land (the construction footprint is approximately 4.1 acres) the Project would be required to comply with SWRCB's NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities. This would require preparation of a Project-specific SWPPP, which describes practices to reduce pollutants in stormwater discharges from the construction site by implementing BMPs, such as sandbags and detention basins. In addition, a Project-specific erosion control plan would be implemented per the City of Downey's construction requirements, providing further protection against sediment discharge and water quality degradation. The Project would also comply with the SCAQMD Rule 403 for fugitive dust control, which includes regular watering of active grading areas and unpaved roads, limiting vehicle speeds on unpaved surfaces, stabilizing stockpiled earth, and curtailing grading operations during high wind conditions. As such, there would not be substantial pollutants introduced into storm water runoff, including sediment, during construction of the Project.

Operation of the Project would not violate any water quality standards, as the Project itself includes construction of a regional stormwater BMP that includes treatment components, which would reduce the discharge of pollutants such as sediment, trash, hydrocarbons, zinc, and copper into the existing storm drain system and local waterways. The Project would provide multiple benefits including improved flood control, water quality, and water supply (through infiltration to groundwater). The Project represents an opportunity to implement regional-scale pollutant load reductions from a sizeable drainage area in the LLAR Watershed. In addition, the Project would include in-kind replacement of existing recreational facilities and related park improvements, which would operate the same as the existing conditions and would not violate any water quality standards. As such, neither Project construction nor operation would violate water quality standards, waste discharge requirements, or otherwise substantially degrade water quality. A less than significant impact would occur, and no mitigation is required.

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

Less than Significant Impact. The grading and trenching that would be undertaken to accommodate the Project would not extend to depths that would encounter groundwater. Groundwater was not encountered during on-site field exploration conducted as part of the Geotechnical Report to the maximum explored depth of 31.5 feet (Tetra Tech 2023). Excavation activities for underground infiltration facility would occur at depths no greater than 25 feet. Therefore, no direct construction related impacts to groundwater supplies, or groundwater recharge activities would occur.

Additionally, the Project would capture and infiltrate stormwater through a subsurface storage reservoir, increasing groundwater recharge in the area. The proposed underground infiltration and storage reservoir would have a capacity of 7 AF and a 24-hour capacity of 17.47 AF, which would enhance local groundwater recharge. The Project aligns with regional

efforts to replenish groundwater in the Lower Los Angeles River Watershed and supports the goals of the Los Angeles County Safe, Clean Water Program for sustainable water management. As such, the Project would be beneficial to groundwater supplies and support sustainable groundwater management. Therefore, the Project would not deplete groundwater supplies or interfere with sustainable groundwater management. Impacts would be less than significant, and no mitigation is required.

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

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

Less than Significant Impact. Construction activities would be restricted to the designated Project area and the implementation of the proposed Project would not alter the course of the Los Angeles River. As stated above, Project contractors would be required to implement the construction BMPs provided in the Project-specific SWPPP and erosion control plan. The implementation of these BMPs, as well as adherence to SCAQMD's Rule 403, would minimize soil erosion and water discharge. Furthermore, the adjacent streets are paved, and any runoff discharged off-site would not likely result in erosion or siltation.

Project implementation would alter the existing drainage pattern at the site through installation of various stormwater BMPs that would intercept the existing LACFCD 96" RCP storm drain located along Florence Avenue, which would divert stormwater at a rate of 30 cfs from Florence Avenue through a proposed 72" steel-reinforced polyethylene pipe that transitions to a 36" RCP. Captured stormwater runoff would be conveyed through a system of stormwater appurtenances that would ultimately filter and remove any contaminants of concern from captured runoff. This runoff would then percolate into the ground through the infiltration chambers. Therefore, the diversion and infiltration of stormwater runoff would not result in erosion or siltation, on- or -off-site. Thus, the Project's implementation will not substantially increase the rate or amount of surface runoff; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems; or provide additional sources of polluted runoff. As a result, the potential impacts would be less than significant, and no mitigation is required.

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

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

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

No Impact. The Project would not materially increase the amount of impervious area over the existing conditions, as the stormwater BMP would be located almost entirely

underground, and the in-kind recreational facilities would be in essentially the same locations as under existing conditions. Additionally, once operational, the Project would reduce runoff compared to existing conditions by capturing and infiltrating it. As such, the Project would not result in increased stormwater runoff volumes that would exceed the capacity of stormwater drainage system; provide additional sources of pollutant runoff; or result in on- or off-site flooding. There would be no impact, and no mitigation is required.

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

iv) Impede or redirect flood flows?

No Impact. According to the Geotechnical Report, the Project site is not located within a 100-year, 200-year, or 500-year flood hazard area (Tetra Tech 2022). Based on review of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the Project site is located within "Other Flood Areas of Flood Hazard – Zone X, Area with Reduced Flood Risk Due to Levee" (FEMA 2008).

In the event of flooding, the Project stormwater infiltration basin totals 7 acre-feet and has a 24-hour capacity of 17.47 acre-feet. The infiltration basin has been designed to capture the 85th percentile storm event as the storage volume of the infiltration chambers totals 7 acre-feet and the infiltration chambers are considered to be wet-weather BMPs. As such, the Project would be an improvement upon existing conditions and would not substantially alter drainage in a manner than would impede or redirect flood flows. There would be no impact, and no mitigation is required.

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

Less Than Significant Impact. As discussed under Threshold 3.10(c)(iv), the Project site is not located in a 100-year, 200-year, or 500-year Flood Hazard Area (Tetra Tech 2022). A seiche is referred to as a standing wave oscillating in an enclosed or semi-enclosed body of water (NOAA 2024b). The Project site is not located near open bodies of water that would be susceptible to seiche in the event of an earthquake, nor is it located within a designated tsunamic inundation zone (Tetra Tech 2022). Therefore, tsunami and/or seiche hazards are not anticipated at the Project site. As the Project site is located outside of any flood zone, tsunami risk zone, or seiche zone, the proposed Project is unlikely to be inundated, and potential impacts would be less than significant. No mitigation is required.

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

No Impact. The Sustainable Groundwater Management Act (SGMA) was signed into law on September 16, 2014, which is comprised of three bills: AB 1739, SB 1168, and SB 1319. The SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge.

Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans (SWRCB 2024). The City of Downey is not located within a medium priority basin (SWRCB 2025). Therefore, the City is not subject to a groundwater management plan. No impact would occur, and no mitigation is required.

3.11 LAND USE AND PLANNING

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

a) Would the Project physically divide an established community?

No Impact. One of the primary factors in considering division of an established community is whether the project would create any physical barriers that change the connectivity between areas of a community. There are no residential uses or established communities located on the Project site, as it is an existing park. The Project would not physically divide an existing community, as the Project consists of the regional stormwater runoff capture facility and in-kind recreation facility improvements within the existing limits of the Furman Park. There would be no impact, and no mitigation is required.

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

No Impact. The Project site has a General Plan land use designation of OS (Open Space) and is zoned R-1 (Single Family Residential). As the Project would continue to provide park and recreational facilities at the existing Furman Park, the Project would not conflict with the land use designation. Parks are allowable uses under zone R-1, and the Project site would continue to be utilized as a park. As no changes in use would occur, the Project would not conflict with any applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant, and no mitigation is required.

3.12 MINERAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

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

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA, PRC, Sections 2710-2796) provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the State's mineral resources (DMR 2025a). Under SMARA, the California Geological Survey designates Mineral Resources Zones (MRZs) according to the presence of, or potential for, underlying mineral resources. MRZ-1 is an area with no significant mineral deposits; MRZ-2 is an area with significant mineral deposits; and MRZ-3 is an area containing known mineral resources of undetermined significance.

The Project site is designated as MRZ-1 (CGS 2025b). The site is situated within Furman Park, and there is no active mining occurring on-site (DMR 2025b). Further, a review of the California Geologic Energy Management Division (CalGEM) well finder indicates that there are no oil wells located within the Project site (CalGEM 2025). Therefore, the Project's implementation would not result in a loss of availability of a known mineral resource. No impacts to mineral resources would occur, and no mitigation is required.

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

No Impact. As indicated previously, there are no mineral, oil, or energy extraction and/or generation activities located within the Project site. Additionally, according to the City's General Plan EIR, a review of City and State maps indicated that there are no known mineral resources within the city (City of Downey 2004). The City of Downey is located within the San Gabriel Valley Production-Consumption Region for Portland Cement Concrete–grade aggregate resources (CGS 2025b). The Project site is mapped within MRZ 1 for aggregate resources. Although some excavated sediment would be removed from the site as part of the Project, this sediment is not of value as a mineral resource. Currently, the Project site is used for both active and passive recreation as a city park facility. In addition, the City's General

Plan does not indicate the presence of mineral resources on the Project site or in the City (City of Downey 2004). No mining operations are present on-site or within the Project vicinity. Therefore, no impact would result from the implementation of the proposed Project, and no mitigation is required.

3.13 NOISE

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Results in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Result in 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, expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Noise and Vibration Basics and Terminology

Noise

"Sound" is a vibratory disturbance created by a moving or vibrating source and is capable of being detected. "Noise" is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance; interference with speech communication; sleep disturbance; and, in the extreme, hearing impairment (Caltrans 2013).

Sound pressure levels are described in units called the decibel (dB). Decibels are measured on a logarithmic scale. A doubling of the energy of a noise source (such as doubling of traffic volume) would increase the noise level by 3 dB. The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale was devised; the A-weighted decibel scale (dBA) approximates the frequency response of the average healthy ear when listening to most ordinary everyday sounds and is used in this analysis.

Human perception of noise has no simple correlation with acoustic energy. Due to subjective thresholds of tolerance, the annoyance of a given noise source is perceived very differently from person to person. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at 3 feet is approximately 60 dBA, while loud jet engine noise at a distance of 1,000 feet from the source equates to 100 dBA, which can cause serious discomfort. Table 11, Noise Levels for Common Events, shows the relationship of various noise levels in dBA to commonly experienced noise events.

Two noise sources do not "sound twice as loud" as one source. As stated above, a doubling of noise sources results in a noise level increase of 3 dBA. It is widely accepted that (1) the average healthy ear can barely perceive changes of a 3 dBA increase or decrease, (2) a change of 5 dBA is readily perceptible, and (3) an increase (decrease) of 10 dBA sounds twice (half) as loud (Caltrans 2013).

TABLE 11
NOISE LEVELS FOR COMMON EVENTS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet fly-over at 300 m (1,000 ft)	100	
Gas lawn mower at 1 m (3 ft)	90	
Diesel truck at 15 m (50 ft) at 80 km/hr (50 mph)	80	Food blender at 1 m (3 ft); garbage disposal at 1 m (3 ft)
Noisy urban area, daytime gas lawn mower at 30 m (100 ft)	70	Vacuum cleaner at 3 m (10 ft)
Commercial area, heavy traffic at 90 m (300 ft)	60	Normal speech at 1 m (3 ft)
Quiet urban daytime	50	Large business office, dishwasher in next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural nighttime	20	Bedroom at night, concert hall (background)
	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing
dBA: A-weighted decibels; m: meter; ft: feet; km/hr: kilometers per hour; mph: miles per hour Source: Caltrans 2013.		

From the source to the receiver, noise changes both in the level and frequency spectrum. The most obvious change is the decrease in noise level as the distance from the source increases. Sound from a small, localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern. For point sources, such as construction equipment, the sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance (i.e., if the noise level is 70 dBA at 25 feet, it is 64 dBA at 50 feet). Vehicle movement on a road makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The sound level attenuates or drops off at a rate of 3 dBA per doubling of distance for line sources.

A large object in the path between a noise source and a receiver can significantly attenuate noise levels at the receiver location. The amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain or landform features as well as man-made features (e.g., buildings and walls) can significantly alter noise exposure levels. For a noise barrier to work, it must be high enough and long

enough to block the view from the receiver to a road or to the noise source. Effective noise barriers can reduce outdoor noise levels at the receptor by up to 15 dBA.

Several rating scales (or noise "metrics") exist to analyze effects of noise on a community. These scales include the equivalent noise level (L_{eq}), L_{max}, and L_{min}, which are respectively the average, highest, and lowest A-weighted sound levels that occur during a noise event. Average noise levels over a period of minutes or hours are usually expressed as dBA L_{eq}, which is the equivalent noise level for that period of time. The period of time averaging may be specified; for example, L_{eq}(1-hour) would be a one-hour average. The noise of short duration (i.e., substantially less than the averaging period) is averaged into ambient noise during the period of interest. Thus, a loud noise lasting a few seconds may have a minimal effect on the measured sound level averaged over a one-hour period.

To evaluate community noise impacts, the Community Noise Equivalent Level (CNEL) is utilized to account for heightened human sensitivity to evening and nighttime noise. CNEL represents the 24-hour average sound level with penalties assessed to noise occurring during evening and nighttime hours. The CNEL computation divides a 24-hour day into three periods: daytime (7:00 AM to 7:00 PM), evening (7:00 PM to 10:00 PM), and nighttime (10:00 PM to 7:00 AM). The evening sound levels are applied an approximately 5-dBA penalty, and the nighttime sound levels are assigned a 10-dBA penalty prior to averaging with daytime hourly sound levels.

Vibration

Vibration is an oscillatory motion through a solid medium in which the amplitude of the motion can be described in terms of displacement, velocity, or acceleration. Vibration displacement is the distance that a point on a surface, moves away from its original static position. The instantaneous speed that a point on a surface, moves is described as the velocity, and the rate of change of the speed is described as the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During construction of a project, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to noise generated from vibration of a structure or items within a structure. Analysis of this type of vibration is best measured in velocity and acceleration.

The three main wave types of concern in the propagation of groundborne vibrations are surface or Rayleigh waves, compression or P-waves, and shear or S-waves.

- Surface or Rayleigh waves travel along the ground surface. They carry most of their energy along an expanding cylindrical wave front, similar to the ripples produced by throwing a rock into a lake. The particle motion is more or less perpendicular to the direction of propagation (known as retrograde elliptical).
- Compression or P-waves are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal, in a push-pull motion. P-waves are analogous to airborne sound waves.

- Shear or S-waves are also body waves, carrying their energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse, or perpendicular to the direction of propagation.

The peak particle velocity (PPV) or the root mean square (rms) velocity is usually used to describe vibration amplitudes. The PPV is defined as the maximum instantaneous peak of the vibration signal and the rms is defined as the square root of the average of the squared amplitude of the signal. The PPV is more appropriate for evaluating potential building damage and also used for evaluating human response.

The units for PPV are normally inches per second (in/sec). Often, vibration is presented and discussed in VdB units to compress the range of numbers required to describe the vibration. In this study, all PPV levels are in in/sec and all vibration levels are in VdB relative to one microinch per second. The threshold of human perception is approximately 0.3 in/sec PPV. Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration. Even the more persistent Rayleigh waves decrease relatively quickly as they move away from the source of the vibration. Manmade vibration problems are, therefore, usually confined to short distances (500 feet or less) from the source.

Construction generally includes a wide range of activities that can generate groundborne vibration. In general, blasting and demolition of structures generate the highest vibrations. Heavy trucks can also generate groundborne vibrations, which vary depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, differential settlement of pavement, and other anomalies all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration of normal traffic on streets and freeways with smooth pavement conditions.

Regulatory Setting

Noise

The City of Downey General Plan Noise Element and Municipal Code establish the standards applicable to construction noise and operational noise.

City of Downey General Plan

The City's Vision 2025 General Plan Noise Chapter (Chapter 6) has established acceptable noise level limits for land uses. For residential, schools, parks, and other non-residential noise-sensitive land uses, the acceptable noise levels are 60 dBA CNEL for exterior areas and 45 dBA CNEL for interior spaces. These limits are typically applicable to long-term operations noise from other land uses or traffic noise.

City of Downey Municipal Code

Municipal Code Section 4606.5 exempts construction, repair or remodeling equipment and devices and other related construction noise sources from its noise provisions provided a valid permit for such construction, repair, or remodeling shall have been obtained from the City. The Code states that in any circumstance other than emergency work, no repair or remodeling shall take place between the hours of 9:00 p.m. of one day and 7:00 a.m. of the following day, and no repair or remodeling shall exceed 85 dBA across any property boundary at any time during the course of a twenty-four (24) hour day.

Related to operations noise, the Municipal Code Section 4606.3 Subsection (b) states that if the alleged noise source is of a continuous nature and cannot reasonably be discontinued for a time period wherein the ambient noise level can be determined, the maximum permissible steady noise level by sound sources across the property boundary of any land use cited below may be less, but not greater than (for residential land use):

- Daytime (7:00 AM – 10:00 PM): 55 dBA L_{eq}
- Nighttime (10:00 PM – 7:00 AM): 45 dBA L_{eq}

Further, these standards may be adjusted in the hours between 7:00 a.m. to 10:00 p.m. by the inclusion of the following factors when applicable:

- Noise source operating 12 minutes per hour or less, +5 dB(A)
- Noise source operating 3 minutes per hour or less, +10 dB(A)
- Noise source operating 1 minute per hour or less, +15 dB(A)

In addition to the City's Code, which essentially indicates that the maximum noise level from construction may not exceed a noise level of 85 dBA at any nearby property line, the Federal Transit Administration (FTA) construction noise criteria have been used in this analysis in order to assess Project construction noise impacts more robustly. Although the Project is not under federal jurisdiction, some local jurisdictions in California have adopted construction noise criteria defined by the FTA in order to assess the significance of noise impacts from construction activities.

The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise from construction sources. The FTA recommends developing construction noise criteria on a project-specific basis that utilizes local noise ordinances, if possible. However, local noise ordinances usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the noise impacts of construction activities. Project construction noise criteria should take into account the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land uses.

The FTA's Transit Noise and Vibration Impact Assessment Manual (FTA 2018) has developed construction impact guidelines shown in Table 12.

Residential land uses are considered to be the most noise-sensitive areas; therefore, for purposes of Project construction noise analysis, FTA noise criteria for residential uses are applied in this document.

TABLE 12
FTA CONSTRUCTION NOISE CRITERIA

Land Use	Day	Night
1-Hour Criteria (Leq)		
Residential	90	80
Commercial	100	100
Industrial	100	100
8-Hour Criteria (Leq)		
Residential	80	70
Commercial	85	85
Industrial	90	90
Source: FTA 2018.		

Vibration

There are no applicable City standards for vibration-induced annoyance or structural damage from vibration from construction activities. Therefore, the City defers the evaluation of vibration impacts to other authoritative sources. Groundborne vibration levels resulting from the Project construction activities were estimated using the Caltrans vibration damage potential guideline thresholds; shown in Table 13, Vibration Damage Threshold Criteria. Based on the guidance in Table 15, the vibration level of 0.3 in/sec PPV for older residential structures exposed to continuous/frequent intermittent sources is considered the most applicable threshold for a potentially significant vibration damage impact from the Project.

The Caltrans vibration annoyance potential guideline thresholds are shown in Table 14, Vibration Annoyance Criteria. Based on the guidance in Table 12, the "distinctly perceptible" vibration level of 0.04 PPV in/sec is considered the most applicable threshold for a potentially significant vibration annoyance impact for the Project.

TABLE 13
VIBRATION DAMAGE THRESHOLD CRITERIA

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

ppv: peak particle velocity; in/sec: inch(es) per second

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. Construction of the Project would involve continuous/frequent intermittent sources.

Source: Caltrans 2020.

TABLE 14
VIBRATION ANNOYANCE CRITERIA

Average Human Response	PPV (in/sec)
Severe	0.4
Strongly perceptible	0.10
Distinctly perceptible	0.04
Barely perceptible	0.01

PPV: peak particle velocity; in/sec: inch(es) per second

Source: Caltrans 2020.

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

Less than Significant Impact with Mitigation.

Existing Noise Conditions

To quantify existing noise conditions, short-term and 24-hour ambient noise surveys were conducted at representative noise-sensitive locations in the vicinity of the Project site. The short-term noise measurements were collected in the afternoon of May 22, 2025 and morning of May 23, 2025. The 24-hour noise measurements were collected on Wednesday, August 27, 2025. Noise measurements were taken at locations representative of the noise-sensitive receptors near the proposed Project construction areas to determine the existing

noise conditions at such receptors. The noise monitoring locations were selected to quantify existing daytime morning and afternoon ambient noise levels experienced by nearby sensitive receptors. The measurement locations are shown in Exhibit 4, Noise Monitoring Locations, and included the following:

Short-Term Monitoring Locations:

- Site ST-1: West of the Project site, near the east property line of residence located at 10414 Wiley Burke Avenue;
- Site ST-2: North of the Project site, near the south property line of residence located at 7722 Irwingrove Drive;
- Site ST-3: East of the Project site, at the setback of home located at 10400 Rives Avenue;
- Site ST-4: South of the Project site, at the setback of home located at 10603 Richeon Avenue;
- Site ST-5: Residence located at 10202 Horley Avenue, representative of the closest residences south of the proposed diversion structure;
- Site ST-6: Residence located at 10018 Horley Avenue, representative of the single-family homes north of the proposed diversion structure.

24-hour Monitoring Locations:

- Site LT-1: West of the Project site, near the east property line of residence located at 10414 Wiley Burke Avenue;
- Site LT-2: North of the Project site, near the south fence line of residence located at 7626 Irwingrove Drive.

Two sets of short-term (approximately 20 minutes each) noise level measurements were taken during the morning and afternoon time periods using a Lason Davis Laboratories SoundTrack LxT1 sound level meter (SLM). The 24-hour noise measurements were conducted using two Soft dB Piccolo II SLMs. The measurement microphones were placed approximately five feet above the local ground and equipped with windscreens. The SLMs were set to "A"-weighting measurements and a microphone time response of "slow" which are settings utilized for environmental noise measurement.

The meteorological conditions were documented at the time of the noise monitoring. Overall, during the afternoon of Thursday, May 22, the sky was clear and sunny at the time of the noise monitoring, temperatures ranged from 80 to 84 degrees Fahrenheit (^{0}F), with relative humidity ranging from 40 to 55 percent. There was a light breeze with wind speeds varying from 2 to 8 miles per hour (mph). During the morning short-term measurements on May 23, the sky was overcast with temperatures ranging between 63 and 68 ^{0}F, relative humidity of 70 to 80 percent, and winds of zero to 3 mph. Table 15, Existing Measured Ambient Noise Levels, summarizes the results of the noise monitoring. The noise measurement field data sheets and photographs are attached in Appendix E.



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Noise Monitoring Locations

Exhibit 4

Furman Park Stormwater Capture Project

N W E S

0 175 350 Feet

PSOMAS

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TABLE 15
EXISTING MEASURED AMBIENT NOISE LEVELS

Noise Monitoring Location Description	Measurement Date & Start/End Time	Measured Noise Levels (dBA)		
		L_{eq}	L_{min}	L_{max}
Site 1: West of the Project site, near the east property line of residence located at 10414 Wiley Burke Avenue	May 22, 2025 Start: 2:30 PM End: 2:50 PM	52.3	42.9	62.4
	May 23, 2025 Start: 7:00 AM End: 7:20 AM	48.9	35.8	62.8
Site 2: North of the Project site, near the south property line of residence located at 7722 Irwingrove Drive	May 22, 2025 Start: 1:29 PM End: 1:49 PM	53.0	41.9	67.1
	May 23, 2025 Start: 7:26 AM End: 7:46 AM	50.7	39.4	64.3
Site 3: East of the Project site, at the setback of home located at 10400 Rives Avenue	May 22, 2025 Start: 2:01 PM End: 2:21 PM	58.6	42.9	73.5
	May 23, 2025 Start: 7:53 AM End: 8:13 AM	57.7	37.9	69.0
Site 4: South of the Project site, at the setback of home located at 10603 Richeon Avenue	May 23, 2025 Start: 9:26 AM End: 9:46 AM	58.3	42.1	66.0
Site 5: Residence located at 10202 Horley Avenue, representative of the closest residences south of the proposed diversion structure	May 22, 2025 Start: 12:52 PM End: 1:12 PM	65.0	48.3	79.6
	May 23, 2025 Start: 8:27 AM End: 8:47 AM	66.2	55.3	74.4
Site 6: Residence located at 10018 Horley Avenue, representative of the single-family homes north of the proposed diversion structure	May 22, 2025 Start: 12:22 PM End: 12:42 PM	57.4	42.9	69.6
	May 23, 2025 Start: 8:54 AM End: 9:14 AM	59.2	44.7	73.9

dBA: A-weighted decibels
L_{eq}: average measured noise level
L_{min}: minimum measured noise level
L_{max}: maximum measured noise level

Source: Psomas; noise data in Appendix E.

Based on observations during the noise measurement surveys, the noise sources affecting noise sensitive land uses in the Project area include vehicular traffic on local roadways including Florence Avenue and Rives Avenue, aircraft overflights on arrival flight tracks headed to Los Angeles International Airport (LAX), children playing at the Rio Hondo Elementary School, voices from park patrons using the walking trail within Furman Park, chirping birds, and other distant sounds associated with an urban setting. As shown in Table 15, existing average noise levels (L_{eq}) ranged from 49 to 53 dBA at residential land uses abutting Furman Park to the west and north of the Park, 58 to 59 dBA at residential land uses along Rives Avenue and Muller Street, 65 to 66 dBA at the first row of residences along the south side of Florence Avenue (near the proposed diversion structure), and 57 to 59 dBA at exterior areas of the single family homes located north of Florence Avenue.

During the 24-hour measurements on August 27, the temperatures ranged between 60 and 88 ^{0}F, relative humidity ranged from 40 to 75 percent, and winds were variable between zero to 8 mph. The results of the 24-hour noise level measurements, which represent the noise environment at the adjacent residential properties west and north of Furman Park, are provided in Table 16, Measured Existing 24-Hour Noise Levels.

TABLE 16
MEASURED EXISTING 24-HOUR NOISE LEVELS

Date	Measurement Start Time	Measured Hourly Noise Levels (dBA)					
		Site LT-1: 10414 Wiley Burke Ave.			Site LT-2: 7626 Irwingrove Drive		
		L_{eq}	L_{min}	L_{max}	L_{eq}	L_{min}	L_{max}
8/27/2025	12:00 AM	55.0	41.6	73.1	45.5	39.8	66.9
	1:00 AM	43.3	39.9	54.2	47.0	40.7	61.6
	2:00 AM	42.5	39.8	50.8	44.9	43.4	51.8
	3:00 AM	44.2	41.0	53.4	45.5	43.4	49.8
	4:00 AM	51.4	46.1	69.6	47.0	43.4	55.9
	5:00 AM	47.4	44.9	51.8	46.8	44.7	59.8
	6:00 AM	51.0	45.1	63.8	51.1	45.3	62.2
	7:00 AM	51.0	43.9	67.1	54.2	45.0	81.7
	8:00 AM	52.3	43.9	69.5	52.5	45.0	65.4
	9:00 AM	54.6	43.7	75.7	53.7	44.5	72.3
	10:00 AM	52.4	42.2	74.6	51.7	43.0	67.6
	11:00 AM	51.3	39.3	66.5	52.6	41.6	74.0
	12:00 PM	52.2	39.6	69.8	53.0	41.8	72.0
	1:00 PM	52.5	40.4	76.0	53.5	42.9	74.9
	2:00 PM	52.1	42.5	68.1	52.8	44.4	66.6
	3:00 PM	49.8	42.2	72.2	51.2	43.7	64.5
	4:00 PM	50.6	42.2	67.6	51.8	44.8	68.7
	5:00 PM	52.1	41.7	68.7	52.8	45.3	66.2
	6:00 PM	54.5	42.0	76.2	55.4	44.5	76.5
	7:00 PM	59.1	43.3	86.9	53.7	41.8	70.6
	8:00 PM	50.8	41.1	67.0	50.4	39.7	69.4

Date	Measurement Start Time	Measured Hourly Noise Levels (dBA)					
		Site LT-1: 10414 Wiley Burke Ave.			Site LT-2: 7626 Irwingrove Drive		
		L_{eq}	L_{min}	L_{max}	L_{eq}	L_{min}	L_{max}
	9:00 PM	49.7	37.8	65.1	50.1	38.5	63.7
	10:00 PM	52.1	36.7	73.4	51.7	38.4	73.5
	11:00 PM	47.4	35.7	66.3	47.6	36.9	66.6
CNEL (dBA)		57.8			56.0		

dBA: A-weighted decibels
L_{eq}: average measured noise level
L_{min}: minimum measured noise level
L_{max}: maximum measured noise level
CNEL: Community Noise Equivalent Level

Source: Psomas

The 24-hour noise measurement data are used in conjunction with noise measurements from baseball games at Sites LT-1 and LT-2 to estimate increases in CNEL from extended baseball games and practices due to lighting installations at the fields within Furman Park.

On-Site Construction Equipment Noise

The development of the proposed Project would entail construction activities which include noise generated from the grading/excavation and the installation of the various stormwater infrastructure. The construction of the Project is anticipated to commence in early 2026 and be completed in December 2028. The analysis of construction noise involved the modeling of typical and highest construction noise levels using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM) Version 1.1, which allows for quantification of noise levels emanating from individual machinery. Typical noise levels represent the noise levels that would typically occur during construction and were calculated using the distance between the closest noise sensitive uses/receptors and the center of the work activity during each phase of construction. The degree to which noise-sensitive receptors are affected by noise from construction activities depends heavily on their proximity. Estimated noise levels attributable to construction of the proposed Project are shown in Table 17, Construction Noise Levels at Noise-Sensitive Receptors, and calculations are included in Appendix E, Construction Noise Calculations.

TABLE 17
CONSTRUCTION NOISE LEVELS AT NOISE-SENSITIVE RECEPTORS

Noise-Sensitive Receptors	Average Construction Noise Levels (L_{eq}[1], dBA)					
	Demolition	Site Preparation	Grading/ Excavation[2]	Diversion Pipe/ Structure Installation	Underground Storage Construction	Field Surface Replacement
Land Uses Adjoining Furman Park						
Residential east of Wiley Burke Avenue	73	72	**89**	--	73	74
Residential south of Irwingrove Drive	66	64	78	--	66	67
Rio Hondo Elementary School playing fields	69	68	**83**	--	69	70
Residential east of Rives Avenue	64	63	75	--	64	65
Residential south of Muller Street	60	59	70	--	60	61
Land Uses Adjoining the Proposed Diversion Structure						
Apartments located at 7641 Florence Avenue	**81**	**80**	79	**81**	--	--
Residential south of Julius Avenue	79	78	77	78	--	--
Residential located at 10018 Horley Avenue	73	71	71	72	--	--
Christ Lutheran Church at 7707 Florence Avenue	77	76	75	77	--	--

1. Based on calculated L_{eq} at distances from center of Project construction phase.

2. Noise levels at Furman Park receptors include noise from pile driving.

Notes:

- L_{eq} dBA: average noise energy level in A-weighted decibels
- Noise levels from construction activities do not consider attenuation provided by intervening structures.
- Bolded numbers show locations that exceed the FTA daytime noise criterion.

Source (construction equipment noise levels): RCNM. Noise data in Appendix E.

Typical average noise levels (L_{eq}) from Project-related construction activities would be 58 to 89 dBA at the nearest off-site receptors. It should be noted that the construction noise calculations conservatively assume simultaneous operation of all equipment types during each construction phase.

In the vicinity of Furman Park, relative to existing ambient noise levels in the Project area, the Project construction would result in increases of 23 to 40 dBA in average noise levels at areas west of the Project site, increases of 13 to 27 dBA in average noise levels north of the Project site, increases of 5 to 17 dBA in average noise levels east of the Project site, increases of 18 to 34 dBA in average noise levels south of the Project site at exterior areas of the Rio Hondo Elementary School. Therefore, average Project construction noise level increases

would be clearly noticeable at noise-sensitive areas adjoining the Project site. However, activities at land uses in these areas are primarily indoors with substantial noise attenuation provided by their buildings.

Construction of the Project would be required to comply with Section 4606.5 of the Downey Municipal Code, which establishes restrictions related to construction activities. These restrictions include limiting the hours of construction to 7:00 AM and 9:00 PM. Therefore, FTA's daytime noise limit of 80 dBA L_{eq}(8-hour) has been used as the significance criterion.

As shown in Table 17, construction noise levels are anticipated to exceed the FTA's daytime construction noise limit of 80 dBA L_{eq} during the Grading/Excavation phase at the nearest residential receptors west of the Park and at the exterior areas of Rio Hondo Elementary School closest to construction. Such exceedances are due to the use of pile driving during the shoring installation within the Park. Typically, the piles are driven using impact driving. The piles will be driven early in the construction process for the basin excavation. It is anticipated that pile driving would occur in the Spring/Summer 2026 time frame.

In addition, construction noise levels during the demolition and diversion structure installation are predicted to barely exceed the FTA daytime noise criterion at the exterior of the nearest apartment building located at the northwest corner of Florence Avenue and Horley Avenue. However, there are no outdoor human activity areas at this location, resulting in less than significant noise impacts.

Furthermore, based on the noise calculation data provided in Appendix E, maximum construction noise levels at the nearest noise-sensitive land uses would be below the City's limit of 85 dBA, except at the residences west of the Park and the nearest areas within school playing fields during pile driving.

Based on the above, the Project construction would result in significant noise impacts at the residential receptors located along the west side of Furman Park (between 10338 and 10442 Wiley Burke Avenue) and at the closest locations within the Rio Hondo Elementary School playing fields. Therefore, the Project would incorporate **MM NOI-1**, which requires noise barriers between the construction areas in Furman Park and residential areas located to the west and the school area located to the south of Furman Park to ensure impacts resulting from the use of pile drivers during the Grading/Excavation phase would be less than significant.

Additionally, although the Project construction noise levels are expected to comply with the adopted FTA daytime noise limit after implementation of **MM NOI-1**, the following additional construction noise avoidance measures are recommended in order to minimize increases in noise levels above existing levels in the Project area during Project construction:

- Construction Timing. Avoid construction during evening and nighttime hours (7:00 p.m. to 7:00 a.m.) and on weekends and holidays.

- Equipment Noise Abatement Maintenance. Ensure that all construction equipment has the manufacturers' recommended noise abatement measures, such as mufflers and engine enclosures, and is intact, in good condition, and operational.
- Equipment Idling. Turn off idling equipment that isn't imminently needed.

With the incorporation of MM NOI-1 and the above construction noise avoidance measures, the Project construction would result in less than significant noise impacts.

Off-site Construction Vehicles Noise

During the construction of the proposed Project, vehicular traffic on local roadways will increase due to use of personal vehicles by construction employees and vendor and hauling trucks transporting materials and equipment to and from the project site. Such increases in traffic volumes would potentially result in increased traffic noise levels along the local roadways utilized by traffic associated with the project. The worst-case assumed Project construction traffic would occur during the demolition phase and consist of one-way trips to the Project site by 13 employee vehicles, two vendor trucks, and 38 haul trucks over an 8-hour workday. Haul trucks would use locally designated truck routes, including Florence Avenue and Paramount Boulevard, to access nearby freeways. These are conservative assumptions as some of the excavated sediment would be returned as backfill. The number of haul truck trips would be lower if larger (18 cy) trucks were to be used.

Project-related roadway noise due to the added employee vehicles and haul trucks were quantified along Rives Avenue and Florence Avenue using the hourly number of Project-related traffic volumes in the FHWA's Traffic Noise Model (TNM) version 2.5. The measured daytime hourly L_{eq} along these two roadways (at measurement locations 3 and 5, respectively) were used as existing baseline noise conditions. Project-related vehicular traffic is anticipated to result in increases in average hourly roadway noise levels of 1.8 dBA L_{eq} along Rives Avenue and 0.2 dBA L_{eq} along Florence Avenue during the highest construction traffic hour. A noise level increase of 3 dB would generally be perceptible in outdoor environments. A 3-dB increase is thus used as the threshold of significance for off-site vehicular traffic noise impacts. Off-site traffic noise increases due to the Project construction traffic would be below 3 dB and thus less than significant, and no mitigation is required.

Operational Noise

Stationary Noise Sources

Operation of the stormwater capture system is generally passive and would not require the use of any pumps or other noise-generating components. Therefore, noise impacts from the operation of the stormwater infrastructure are expected to be less than significant.

Vehicular Traffic Noise

Operation and maintenance of the Project would generate a small number of vehicle trips annually. Project operational trip generation would be negligible compared to existing traffic volumes on local streets in the vicinity of the Project site. No significant impact would occur, and no mitigation is required.

Field Noise

Addition of lighting to the baseball fields would result in increased use of the fields for baseball games and practice sessions relative to existing conditions. In order to evaluate noise impacts due to the increased use of the fields, Spring 2025 schedule of games and practices at Furman Park was obtained from the City's Parks and Recreation Department. The current Spring schedule was used as the baseline against which increased games and practice activities at the baseball fields were evaluated. Table 18, Spring 2025 Furman Park Baseball Fields Schedule and Projected Hours, shows the current Spring schedule and projected hours of operation at the baseball fields.

To quantify noise levels from baseball games, noise level measurements of games held on Thursday, July 17 and Saturday, July 19, 2025 were conducted. The noise measurement on July 17 was carried out for a full hour at a distance of approximately 50 feet west of Field 2 near the residential land uses west of the Park. The noise measurements on July 19 were conducted at four locations in the vicinity of Field 2, as follows:

- Fifty feet west of Field 2 fence (the same location as the measurement site on July 17)
- One hundred feet north of Field 2 bleachers
- South of the property wall of residence located at 7626 Irwingrove Drive
- Twenty-five feet east of Field 2 east fence

Table 19, Baseball Game Noise Levels, summarizes the source noise level measurements obtained on the two days when baseball games and related activities were monitored. The noise level measurements were utilized in estimating the CNEL increase due to expanded schedules resulting from light installations at the baseball fields throughout the park.

TABLE 18
SPRING 2025 FURMAN PARK BASEBALL FIELDS SCHEDULE AND PROJECTED HOURS

Location	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Spring 2025 Hours							
Field 1	No activity	17:00-19:00 (Majors)	17:00-19:00 (Majors)	17:00-19:00 (Majors)	No activity	8:00-14:30 (Majors) 15:45-16:45 (Minor-A)	No activity
Field 2	17:00-19:00 (Minor-A)	17:00-19:00 (Minor-A)	17:00-19:00 (Minor-A)	17:00-19:00 (Minor-A)	No activity	10:00-17:00 (Minor-A)	
Field 3	17:00-19:15 (T-Ball)	17:00-19:00 (Minor-B)	17:00-19:00 (Minor-B)	17:00-19:00 (Minor-B)	17:00-18:00 (T-Ball)	10:00-17:00 (Minor-B)	
Field 4	17:00-18:30 (Minor-C)	17:00-18:30 (Minor-C)	17:00-18:30 (Minor-C)	17:00-18:30 (Minor-C)	17:00-18:00 (T-Ball)	10:00-18:00 (Minor-C)	
Projected Hours (After Lights Installation)							
	17:00 – 21:00 All Fields				17:00 – 19:00 Fields 3 and 4	18:00 latest time All Fields	No activity
Source: City of Downey Parks and Recreation							

TABLE 19
BASEBALL GAME NOISE LEVELS

Noise Measurement Location Description	Noise Source	Measurement Date & Start/End Time	Measured Noise Levels (dBA)		
			L_{eq}	L_{min}	L_{max}
50 feet west of Field 2 fence	Baseball Game (Scrimmage)	July 17, 2025 Start: 5:31 PM End: 6:31 PM	63.7	48.5	82.0
	Pre-game Activities (warmup)	July 19, 2025 Start: 9:37 AM End: 10:00 AM	58.9	45.0	75.5
	Baseball Game	July 19, 2025 Start: 10:02 AM End: 10:32 AM	64.0	45.7	79.8
100 feet north of Field 2 bleachers	Pre-game Activities (warmup)	July 19, 2025 Start: 9:40 AM End: 10:00 AM	53.2	42.7	73.1
	Baseball Game	July 19, 2025 Start: 10:02 AM End: 10:32 AM	58.6	42.8	74.0
South of the property wall of residence located at 7626 Irwingrove Drive	Baseball Game	July 19, 2025 Start: 10:40 AM End: 11:00 AM	52.6	42.1	67.4
25 feet east of Field 2 east fence	Baseball Game	July 19, 2025 Start: 10:35 AM End: 11:00 AM	58.9	43.8	81.5

dBA: A-weighted decibels
L_{eq}: average measured noise level
L_{min}: minimum measured noise level
L_{max}: maximum measured noise level

Source: Psomas

A 3-dB increase in CNEL is typically used as the threshold of significance for long-term operational noise impacts. Based on the 24-hour ambient noise measurements conducted at measurement Site LT-1 (nearest residences west of the Park) and Site LT-2 (nearest homes north of the Park) (see Table 15), the measured existing CNEL on a day when no baseball games or practices take place is 57 dBA at Site LT-1 and 55.7 dBA at Site LT-2.

To estimate the noise effects of projected increases in game activities at the baseball fields in terms of CNEL, measured baseball game noise levels in Table 19 were used to calculate the existing CNEL at the nearest residential land uses with the Spring 2025 schedule of games and with the expanded game hours after installation of lights. Appendix E includes the calculation tables showing the calculated CNEL during the Monday through Thursday periods, Fridays, and Saturdays under three scenarios: without baseball games, with the Spring 2025 schedule of games, and with the extended hours after installation of lights.

From the calculation data presented in Appendix E, it is apparent that the CNEL increase during Monday through Thursday would be 2.6 dB at Site LT-1 and 1.1 dB at Site LT-2. The increased baseball field active hours would result in a CNEL increase of 0.1 dB at both residential areas on Fridays and up to 0.4 dB on Saturdays. Therefore, the increased baseball fields operations resulting from installation of lights would result in less than significant noise impacts at the nearest residential receptors at all times (Monday through Saturday).

It should be further noted that the estimated CNEL values with the extended hours at the baseball fields are expected to remain below the City's General Plan noise standards.

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

Less than Significant Impact.

Construction Vibration

Table 20, Estimated Project Construction Vibration Levels at Nearest Buildings, shows the predicted construction vibration levels in terms of PPV at the existing buildings nearest to Project construction and compares them to building damage and human annoyance thresholds. The assessment of vibration induced damage was performed by assuming that equipment would be operating at the construction areas closest to the nearest buildings. For analyses of construction vibration induced damage, Project-generated vibration is measured from the source to the closest structure, unlike analysis of noise impacts, which are conducted at the property lines of affected properties. As shown in Table 20, all PPV levels would be below the building damage and human annoyance thresholds at nearby off-site structures. As such, vibration generated by construction phases of the Project that do not involve pile driving would not result in significant impacts related to vibration induced building damage and vibration annoyance.

TABLE 20
ESTIMATED PROJECT CONSTRUCTION VIBRATION LEVELS
AT NEAREST BUILDINGS

Receptor Location	Distance (ft)	Vibration Levels (PPV, in/sec)				Exceeds Criteria?	
		Vibratory Roller	Large Bulldozer	Jackhammer	Loaded Trucks	Building Damage[1]	Vibration Annoyance[2]
Buildings Near/Within Furman Park							
Homes Along Wiley Burke Avenue	135	0.017	0.007	0.003	0.006	No	No
Homes along Irwingrove Drive	400	0.003	0.001	0.001	0.001	No	No
Nearest Building Within Park	92	0.03	0.013	0.005	0.011	No	No
Buildings Near the Proposed Diversion Structure							
Apartments at 7641 Florence Ave.	45	0.087	0.037	0.014	0.031	No	No
Christ Lutheran Church	95	0.028	0.012	0.005	0.010	No	No
Buildings South of Julius Avenue	68	0.047	0.020	0.008	0.017	No	No

PPV: peak particle velocity; in/sec: inches per second; ft: feet

1. Vibration building damage criteria are 0.3 in/sec PPV for older residential buildings and 0.5 in/sec PPV for newer buildings (see Table 13 of this report).
2. Vibration annoyance criterion for frequent events is 0.1 in/sec PPV (see Table 14 of this report).

Source: FTA 2018 (Calculations can be found in Appendix E).

Vibration from Piling Driving

According to the City, pile driving would be required during the shoring installation within Furman Park to accommodate the infiltration chambers and storm drain piping respectively. Pile driving is among the most vibration intensive activities in construction. As a result, pile driving was modeled from the area where the infiltration chambers would be installed to the nearest affected structures in the vicinity of the Park. Table 21, Vibration Levels from Pile Driving at Nearby Buildings, shows the calculated PPV from pile driving relative to building damage and vibration annoyance limits for sensitive buildings.

TABLE 21
VIBRATION LEVELS FROM PILE DRIVING AT NEARBY BUILDINGS

Receptor Location	Distance (ft)	Vibration Levels (PPV, in/sec)				Exceeds Criteria?	
		Pile Driver (impact) - Upper Range	Pile Driver (impact) - Typical	Pile Driver (sonic) - Upper Range	Pile Driver (sonic) - Typical	Building Damage[1]	Vibration Annoyance[2]
Nearest Home Along Wiley Burke Avenue	110	0.164	0.070	0.080	0.018	No	Yes
Homes along Irwingrove Drive	363	0.027	0.012	0.013	0.003	No	No
Nearest Building Within Park	65	0.362	0.013	0.005	0.041	No	Yes
Nearest Homes Along Rives Avenue	475	0.018	0.008	0.009	0.002	No	No
Closest Classrooms at Rio Hondo Elementary School	435	0.021	0.008	0.009	0.002	No	No

PPV: peak particle velocity; in/sec: inches per second; ft: feet

1. Vibration building damage criteria are 0.3 in/sec PPV for older residential buildings and 0.5 in/sec PPV for newer buildings (see Table 13 of this report).
2. Vibration annoyance criterion for frequent events is 0.1 in/sec PPV (see Table 14 of this report).

Source: FTA 2018 (Calculations can be found in Appendix E).

As shown in Table 21, levels of vibration generated by impact pile drivers would not exceed the building damage criteria at the upper range as modeled at the nearest buildings in the vicinity of pile driving operations. However, impact pile driver vibration levels would exceed the human annoyance threshold at the nearest residential buildings west of the Park and at the nearest existing building within the Park. The residential structures within which pile driving vibration may be felt would include the residences within 155 feet of pile driving, which encompass homes between 10338 and 10442 Wiley Burke Avenue. Since pile driving vibration levels would be below the building damage thresholds and groundborne vibration from impact pile driving is anticipated to be felt at interior of 10 homes west of the Park for a limited time during daytime hours, pile driving vibration impacts are deemed to be less than significant.

Vibration from Haul Truck Traffic

Large trucks (haul trucks) generate lower levels of vibration at 25 feet (0.076 in/sec PPV) than vibratory rollers and bulldozers. Vibration generated by vehicles and trucks is influenced by a number of factors, including pavement condition; vehicle speed; vehicle weight; type of suspension; and tire condition (under-inflated or over-inflated) [FTA 2018]. Vibration generated by haul trucks during Project construction would be minimal due to several factors, namely:

- Condition of adjacent roadways: The pavement on Rives Avenue and Florence Avenue is smooth. Smooth pavement, as opposed to worn pavement riddled with potholes

and cracks, mitigates the intensity of vibration generated by trucks, since pavement that contains cracks and potholes increases the force of tires striking the pavement (Transportation Association of Canada 2006).

- Vehicle speed: Haul trucks travelling along the adjacent roadways would be travelling at speeds no greater than 40 miles per hour. According to the FTA, truck speed would need to double to result in a vibration level increase of approximately 4 to 6 VdB (FTA 2018).

Therefore, due to the Project-specific conditions outlined above, vibration generated by haul trucks would not affect sensitive receptors along area roadways. As a result, potential impacts resulting from haul truck vibration would be less than significant and no mitigation measures are required.

Project Operation Vibration

The operation of the proposed Project would not include the operation of any new sources of vibration that could be felt beyond the immediate vicinity of the Project site. The stormwater infrastructure that would be installed is not anticipated to generate levels of vibration that would be detectable offsite, as infiltration chambers and bioswales lack mechanical parts which could cause vibration generated through friction or impact as parts make contact with each other. As a result, no operational vibration impacts would occur, and no mitigation is required.

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 Project site is not located within two miles of a public or public use airport. The closest airport to the Project site is Compton/Woodley Airport, located approximately seven miles southwest of the Project site. The Project site is located outside of the existing and projected 65 dBA CNEL noise contour for Compton/Woodley Airport. In addition, the Project site is not located within the vicinity of a private airstrip. While aircraft overflights on arrival tracks into LAX contribute to the noise environment at the Project site, they are not the main sources of noise in the Project area. Therefore, the Project would not expose park patrons or maintenance workers to excessive noise levels. As a result, no impact is anticipated to occur.

Mitigation Measures

MM NOI-1 Prior to the Grading/Excavation phase of Project construction, erect 12-foot-high temporary noise barriers between the construction areas in Furman Park and the residential areas located to the west and school area located south of Furman Park.

3.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?

No Impact. Growth-inducing impacts are generally associated with land use projects that would result in residential and non-residential developments. The proposed Project would provide a regional stormwater runoff capture facility within Furman Park and new park features such as the habitat garden and trail. Although there will be new and improved on-site facilities, because Furman Park is already intensively used by all segments of the community, the City does not anticipate a long-term increase in use of the existing park due to the proposed improvements. Development of the Project would not require extending or improving infrastructure in a manner that would facilitate growth in the area in particular and in the City overall. The Project would not generate population or directly induce unplanned population growth. Additionally, the Project would not indirectly induce growth, such as through provision of employment or extension of infrastructure. As a result, no impact would occur, and no mitigation is required.

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

No Impact. The Project site is currently occupied by Furman Park and does not contain any existing housing or persons currently residing at the site. Therefore, the Project would not displace any people or housing that would require construction of replacement housing elsewhere. There would be no impact, and no mitigation is required.

3.15 PUBLIC SERVICES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:

Fire Protection

No Impact. As discussed above in Section 3.14, Population and Housing, the Project would not directly or indirectly induce population growth that would generate demand for additional public services, including fire protection services. Implementation of the Project would not involve construction of facilities that would generate greater fire risk than the existing condition. Construction or operation of the Project would not generate demand for fire protection services such that new or expanded physical facilities would be required whose construction could result in an environmental impact. There would be no impact, and no mitigation is required.

Police Protection

No Impact. As discussed above in Section 3.14, Population and Housing, the Project would not directly or indirectly induce population growth that would generate demand for additional public services, including police protection services. Temporary Project-related activities, such as the presence of construction equipment on the Project site, may provide

increased opportunities for theft. However, the construction areas would be fenced, and the Project Contractor would be required to secure building materials and construction equipment to prevent theft and vandalism from occurring at the Project site during construction activities. Construction or operation of the Project would not generate demand for police protection services such that new or expanded physical facilities would be required whose construction could result in an environmental impact. There would be no impact, and no mitigation is required.

Schools

No Impact. As discussed above in Section 3.14, Population and Housing, the Project would not directly or indirectly induce population growth that would generate demand for additional public services, including school services. Therefore, construction and operation of the Project would not generate demand for schools such that new or expanded physical facilities would be required whose construction could result in an environmental impact. There would be no impact, and no mitigation is required.

Parks

Less than Significant Impact. As discussed in Section 3.14, Population and Housing, the Project would not result in direct or indirect population growth. The proposed Project includes construction of various stormwater appurtenances and park features, including the replacement of baseball field facilities, a new habitat garden and walking trail, additional ball field/trail lighting, and new native vegetation and landscaping within the existing Furman Park. Public access to and use of the replacement recreation facilities on the site with Project implementation would be essentially the same as in the existing condition. Although there would be new and improved on-site facilities, because Furman Park is already intensively used by all segments of the community, the City does not anticipate a long-term increase in park visitation due to the Project. Although the Project may provide a small increase in users at the site related to the enhancements and additional lighting, this would not constitute a significant increase over existing conditions. Additionally, as discussed in Section 3.16, Recreation, there are ample opportunities for recreation in the area due to multiple existing parks/recreation facilities. Therefore, construction or operation of the Project would not generate demand for additional parks whose construction could result in an environmental impact. There would be a less than significant impact, and no mitigation is required.

Other Public Facilities

No Impact. As discussed above in Section 3.14, Population and Housing, the Project would not directly or indirectly induce population growth that would generate demand for additional public facilities, such as libraries. Therefore, construction or operation of the Project would not generate demand for other public facilities such that new or expanded physical facilities would be required whose construction could result in an environmental impact. There would be no impact, and no mitigation is required.

3.16 RECREATION

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) 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) 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 would include construction and improvements, although not expansion, of recreation facilities. During construction activities, the northern, central, eastern, and western portions of Furman Park, including the baseball fields, open passive space, gathering gazebos/shade structures, large grass areas, landscaped areas, and dirt walking trails would be closed for extended periods of time during an estimated 18 months. The Project would be constructed in two phases and include equipment staging areas to limit disruptions to the access of these areas and minimize impacts as much as possible. The remainder of Furman Park, located immediately south and east of the Project site area/development footprint consisting of tennis courts, playground, building, and a parking lot, would remain open during Project construction.

As the Project site experiences high community use, it is assumed construction of the Project would necessitate the use of alternate facilities in the area. Other nearby parks in the City would serve community residents' recreation needs while the Project site is closed. These parks and their features include, but are not limited to, Crawford Park, located approximately 1.1 miles west of Furman Park and features playground equipment; Temple Park, located approximately 1.5 miles southwest of Furman Park and features playground equipment; Apollo Park, located approximately 2.0 miles southwest of Furman Park and features playground and fitness equipment, a walking trail, basketball courts, volleyball courts, athletic fields, picnic tables and shelters, barbeque grills, activity rooms, and a gymnasium; and Dennis the Menace Park, located approximately 2.1 miles east of Furman Park, and includes barbeques, picnic tables, and playground facilities (City of Downey 2025a). Because there are a variety of alternative facilities (including but not limited to those stated above) in the area and as the construction period will be temporary, it is not anticipated that the use of other recreation facilities in the area during construction would lead to substantial physical deterioration of any individual facility.

It is important to note that the closure of a heavily-used recreation facility for any length of time would have an adverse effect on the community; however, because there are alternative facilities to use, the closure of large portions of Furman Park would be considered a less than significant impact. In addition, the phasing of the Project would assist in limiting disruptions and access to the site.

Overall, the proposed Project would provide improved physical facilities to existing users of Furman Park by providing in-kind enhancements of the recreational facilities and site enhancements, such as native landscaping, a new habitat garden trail and additional ball field and trail lighting. Although the Project may provide a small increase in users at the site related to the site enhancements and additional lighting, this would not constitute a significant increase over existing conditions. Therefore, the Project would not cause an increase in the use of existing neighborhood and regional parks that would lead to substantial deterioration of existing facilities. Impacts would be less than significant, and no mitigation is required.

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

Less Than Significant with Mitigation Incorporated. The Project would include construction and improvement, although not expansion, of recreation facilities. Construction of these facilities may have an adverse physical effect on the environment, accordingly the potential for impacts due to Project implementation is evaluated through preparation of this IS/MND. There would be less than significant impacts with implementation of mitigation measures identified in this IS/MND. Mitigation measures proposed for biological resources (refer to Section 3.4), cultural resources (refer to Section 3.5), geology and soils (refer to Section 3.7), noise (refer to Section 3.13), and recreation (this section). As such, impacts would be reduced to a less than significant level with implementation of applicable mitigation measures.

3.17 TRANSPORTATION

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

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

Less than Significant Impact. The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Circulation Element of the City's General Plan represents the City's overall transportation plan. The Project would not conflict with, or obstruct implementation of, the City's policies to encourage walking, biking, and using public transit.

During construction, the Project would temporarily affect local circulation due to temporary lane closures and construction-related traffic associated with the installation of the stormwater diversion line/infrastructure and park improvements. However, the Project would be required to implement a Project-specific TCP, which would ensure that through traffic would be maintained at all times during the diversion pipe installation within the public ROW, including Rives Avenue, Irwingrove Drive, Horley Avenue, and Florence Avenue. The TCP would also require that construction areas be plated during non-construction hours to maintain through access. These measures would minimize disruption to local traffic circulation. Additionally, the Project includes enhancements to pedestrian facilities within Furman Park, including the installation of a walking trail on the northern portion of the site, which would improve non-motorized access within the park.

The Project is not anticipated to significantly increase use of Furman Park, as it is an existing high-use facility. The proposed Project would provide improved physical facilities to existing users of Furman Park by providing in-kind enhancements of the recreational facilities and site enhancements, such as native landscaping, a new habitat garden trail and additional ball field and trail lighting. The amount of parking in the immediate area, similar circulation and access, and the same types and extent of facilities would be the same as under existing conditions. Although the Project may provide a small increase in users at the site related to

the enhancements and additional lighting, this would not constitute a significant increase over existing conditions. As such, trip generation from operation of the Project would be essentially the same as the existing condition. No long-term changes to the surrounding transportation network or conflict with local or regional circulation plans would occur. There would be a less than significant impact, and no mitigation is required.

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

No Impact. Section 15064.3(b) of the State CEQA Guidelines provides the criteria for analyzing transportation (not traffic/circulation) impacts based on VMT metric consistent with SB 743. The Project would not create new land uses that would result in additional VMT, such as a residential, mixed use, or transportation. As such, the VMT metric is not applicable to public infrastructure projects. Further, operation of the Project would remain essentially the same as under the existing condition and would not result in increased operational trips, as discussed above. The Project would not conflict or be inconsistent with Section 15064.3(b)(1) of the State CEQA Guidelines or the City's transportation plans and policies. There would be no impact, and no mitigation is required.

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

No Impact. The Project would not involve any permanent change to the roadway configurations and circulation in the Project area that would create hazards due to a geometric design feature. Additionally, the Project involves improvements to the existing use and does not change land use, such that would represent an incompatible use. Therefore, construction and operation of the Project would not increase traffic hazards or be an incompatible use. There would be no impact, and no mitigation is required.

d) Would the Project result in inadequate emergency access?

Less than Significant Impact. As stated above, there are no designated emergency evacuation routes within the City of Downey. Haul trucks would access the Project site using locally designated truck routes, including Florence Avenue, Paramount Boulevard, Firestone Boulevard, Woodruff Avenue, and Washburn Road. Construction activities for the Project, including staging and worker parking, would occur on site. Private construction worker vehicles/pickup trucks, delivery vehicles, and haul trucks would access the Project site via a stabilized entrance/exit located in the northeastern corner of the site along the south side of Rives Avenue. As previously discussed, any temporary lane closures associated with the installation of the stormwater diversion pipe would comply with all conditions set forth in the required Project-specific TCP, which would be reviewed and approved by the City's Public Works Department prior to initiation of construction activities. The TCP would ensure that through traffic would be maintained at all times during the diversion pipe installation within the public ROW along affected streets. Additionally, during non-construction hours, construction areas would be plated to maintain through traffic. Therefore, with implementation of the required TCP, temporary lane closures along Rives Avenue,

Irwingrove Drive, Horley Avenue, and Florence Avenue would not result in a significant interference of emergency access during construction.

During the long-term operation of the proposed Project, public access to and use of the recreation facilities on the site would be the same as in existing condition. Although there would be new and improved on-site facilities, because Furman Park is already intensively used by all segments of the community, the City does not anticipate a long-term increase in park visitation due to the Project. As such, the operation of the Project would not impact emergency access. There would be a less than significant impact, and no mitigation is required.

3.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
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:				
a) 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	☐	☐	☐	☒
b) 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

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:

a) 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. This section evaluates the Project 's potential for any adverse effects on tribal cultural resources (TCR). A TCR, as defined in Section 21074 of the Public Resources Code, is a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to California Native American tribe. A resource would be considered a TCR if it is, at minimum, eligible to be listed on a national, State, or local register of historic resources.

As presented above in Section 3.5, Cultural Resources, the ½-mile SCCIC records search surrounding the Project site footprint was negative for cultural resources, including precontact archaeological sites. Nevertheless, it should be noted that the SCCIC may not have documentation regarding TCRs near the Project reaches. Additionally, the NAHC SLF search

on June 27, 2025 did not identify the presence of Native American traditional sites/places within the immediate vicinity surrounding the site. Therefore, as discussed further in Section 3.5, there are no cultural resources on the Project site that are currently listed on the CRHR or a local register. Thus, the Project would not affect a documented TCR that is listed or eligible for listing on the CRHR or a local register. There would be no impact, and no mitigation is required.

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:

b) 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant with Mitigation Incorporated. Because Native American tribes have knowledge concerning important undocumented cultural resources, the lead agency (the City) submitted Project notification letters to initiate tribal consultation, consistent with the requirements of AB 52. AB 52 requires the City to notify any groups (who have requested notification) who are traditionally or culturally affiliated with the geographic area of a project for which a negative declaration, a mitigated negative declaration, or an environmental impact report is required pursuant to CEQA. The Tribes are provided 30 days to request consultation after the lead agency notifies the tribe of a project. Consultation was initiated by the City on May 15, 2025. The City mailed notification letters to each tribal representative on the approved contact list for tribal representatives, notifying the representatives of the Project and inviting them to participate via consultation. The following tribes were notified of the Project as part of the AB 52 process: the Cahuilla Band of Indians; Soboba Band of Luiseno Indians; Gabrieleno Band of Mission Indians – Kizh Nation; Gabrieleno/Tongva San Gabriel Band of Mission Indians; Gabrielino Tongva Indians of California Tribal Council, Gabrielino/Tongva Nation; and the Gabrielino-Tongva Tribe.

After waiting a minimum of 30 days for responses, the City officially closed the consultation period for the Project pursuant to AB 52 as no responses from tribal representatives were received. Therefore, based on the evaluation of cultural resources provided in Section 3.5, Cultural Resources, and the lack of response received from local tribes, the City has determined that there are no known tribal cultural resources within the Project site. Although there are no known tribal cultural resources present within the Project site, the Project would incorporate **MM TCR-1** in the event that TCRs are inadvertently discovered during excavation or ground disturbing activities. With implementation of **MM TCR-1**, impacts would be reduced to a less than significant level.

Mitigation Measures

MM-TCR-1 If potential tribal cultural resources are inadvertently discovered during excavation or ground-disturbing activities, all work shall immediately cease within a 100-foot radius of the discovery. The contractor shall notify the City's Community Development Director immediately. The City shall ensure that the qualified archaeologist retained pursuant to the cultural resources mitigation measure evaluates the find to determine whether it qualifies as a tribal cultural resource pursuant to Public Resources Code Section 21074.

If the archaeologist determines that the find appears to be a tribal cultural resource, the City shall notify any California Native American tribe that has previously requested notification in the project area, in accordance with Public Resources Code Section 21083.1, and afford the tribe(s) an opportunity to provide input on the appropriate treatment and disposition of the resource. The archaeologist, in consultation with the City and the tribe(s), shall evaluate the find and recommend appropriate measures to avoid or minimize impacts to the resource. Such measures may include preservation in place, documentation, and/or recovery. Work in the area may not resume until the find has been appropriately addressed to the satisfaction of the City.

3.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water 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) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact.

Water

The City of Downey provides municipal water services to approximately 110,000 residents through the City Department of Public Works, Utilities Division, which operates and maintains the City's water distribution system and infrastructure, including 20 wells, 258 miles of water mains, 5,800 valves, 23,500 meters, and 3 Metropolitan Water District emergency connections (Powell 2025). The Project would involve the construction of a stormwater diversion line, pre-treatment structure and underground infiltration basin within Furman Park, along with in-kind park facility improvements and enhancements. The Project would relocate the existing 6-inch City of Downey water line along Florence Avenue to accommodate the proposed diversion line. However, the minor relocation would occur within the same general vicinity as the existing line in Florence Avenue and would be

conducted concurrently with installation of the stormwater diversion line and other utility connections. As such, Project construction would not result in relocation or construction of new or expanded water infrastructure.

Construction of the Project would minimally increase demand for water for dust suppression. However, this demand would not result in the need for new or expanded water supply infrastructure. Once operational, the Project would not involve more water use than existing conditions. Therefore, impacts related to water facilities would be less than significant, and no mitigation is required.

Wastewater

Wastewater collection services are provided to the site by the City Utilities Division, which operates and maintains 193 miles of sanitary sewer mains, 4,548 manholes, 1 lift station, and 22,500 connections to private sewer laterals (Powell 2025). Sewage generated onsite is conveyed through City owned sewer lines to LACSD trunk lines, which then transport effluent to the Joint Water Pollution Control Plant (JWPCP) in the City of Carson (City of Downey 2004). All existing sewer infrastructure (including existing lines and laterals) would be protected in place during Project construction, and the Project would not result in relocation or construction of new or expanded wastewater infrastructure. In addition, the Project's operation would not result in a significant increase in wastewater generation over the existing conditions, as the operation of the Project would remain essentially the same as under the existing condition. As the Project would not require the relocation of, or the construction of new or expanded wastewater treatment facilities, no impacts would occur, and no mitigation is required.

Storm Drainage

The Project proposes construction of new stormwater infrastructure, whose environmental impacts are addressed throughout this IS/MND. Construction of the new stormwater runoff capture facility would be subject to compliance with all applicable local, State, and federal laws, ordinances, and regulations, as such Project's impacts associated with the proposed stormwater facility would be less than significant.

As indicated previously, the Project proposes a stormwater diversion structure from the existing LACFCD 96-inch RCP storm drain located along Florence Avenue, which would divert stormwater at a rate of 30 cfs from Florence Avenue via a proposed 72" steel-reinforced polyethylene pipe that transitions to a 36-inch RCP. The diverted stormwater would travel south from Florence Avenue down Horley Ave, towards the first pre-treatment unit, which provides primary treatment and release the filtered stormwater back beneath Horley Avenue. The stormwater would continue down Horley Avenue, then east at Irwingrove Drive where it reaches a second pre-treatment unit. The proposed 36" RCP then continues east of Irwingrove Drive, and then south down Rives Avenue until it reaches the northeast corner of Furman Park.

The filtered runoff would then be directed to the subsurface storage and infiltration reservoir located below the western portion of the site. The stormwater would be infiltrated

in a 7 AF underground storage reservoir and allow the treated stormwater to slowly seep into the soil. The proposed infiltration basin would provide a 24-hour capacity of 17.47 AF, and require three access vaults along the southern, eastern, and western edges. Except for the access hatches, all proposed engineering infrastructure would be located underground.

No additional impacts beyond those identified in this IS/MND would result from the Project's construction and operation. As a result, less than significant impacts are anticipated to occur, and no mitigation is required.

Dry Utilities

Natural gas, electricity, and telecommunication services are provided to the Project site by the Southern California Gas Company (SoCalGas), Southern California Edison, and various telecommunications providers, respectively. The Project's projected natural gas and electricity usage is not expected to change significantly over the existing conditions as the Project consists of stormwater infrastructure and Park improvements. A more detailed analysis regarding electricity and natural gas usage are further discussed in Section 3.6, Energy, above. In Summer 2025, SoCalGas relocated their existing 4-inch main along Florence Avenue to accommodate the proposed diversion line. The Project would remove interfering portion of abandoned 4-inch Gulf Oil Corporation gas line along Florence Avenue to accommodate the proposed diversion line. The Project would also temporarily remove interfering portion of existing 6-inch City of Downey potable water main. However, this would be conducted concurrently with installation of the stormwater diversion line and other utility connections/relocations. In addition, the Project's construction would not require the relocation and construction of new or expansion of existing electricity or telecommunications lines within the right-of-way as these dry utility lines would remain protected in place during Project construction. Within the park, the Project's construction will require a new electrical panelboard to accommodate the style of lighting and number of conduits. As a result, impacts would be less than significant, and no mitigation is required.

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

No Impact. As discussed under Threshold 3.19(a) above, the Project would minimally increase demand for water during construction for dust suppression. However, this demand would not result in insufficient water supplies such that the City would be unable to meet the Project's demands and existing and foreseeable demands for potable water. According to the City's 2020 Urban Water Management Plan (UWMP), a normal, single dry year, or multiple dry years (five consecutive year drought period) would not compromise the City's ability to provide a reliable supply of water to its customers (City of Downey 2022). Based on the nominal water use expected during construction, the Project's demands would be met with existing supplies. As a result, no impacts are anticipated, and no mitigation is required.

c) Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. The use of the recreation facilities on the site with Project implementation would be the same as in the existing condition. As discussed under Threshold 3.19(a) above, the Project would not generate additional wastewater beyond existing conditions. The construction crew would be served by portable toilets that would be brought to the site during construction activities and removed at the end of construction activities. Therefore, the Project would not result in inadequate wastewater treatment capacities. There would be no impact, and no mitigation is required.

d) Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. As discussed in Section 2.0, the Project's demolition phase would result in the removal of approximately 8,141 tons of mixed demolition (concrete, asphalt, metal) debris and green waste, which would be exported over an approximate 11-week period. An estimated total of 14,907 cy of sediment would be excavated during the grading/excavation phase over approximately 20 weeks, primarily associated with the installation and excavation of the underground storage facility. An additional approximate 19,200 cy of excavated earth would be stockpiled onsite for backfill purposes.

Construction and demolition (C&D) debris, including asphalt, concrete, soil, gravel, rocks, and metal, as well as green waste recycling materials, generated during Project construction would likely be transported to the Downey Area Recycling and Transfer Facility (DART), operated by Athens Services, located at 9770 Washburn Road approximately 2.5 miles southeast of the Project site. The DART facility currently has a daily permitted capacity of 5,000 tons per day and accepts mixed municipal, industrial, green materials, and C&D waste (CalRecycle 2025).

Furthermore, 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 the 2022 Green Building Standards Code (CALGreen Code), which includes design and construction measures that act to reduce construction-related waste through material conservation and other construction-related efficiency measures. The City of Downey adopted a Construction and Demolition Waste Management Ordinance (Article V, Chapter 8 of the DMC) consistent with CALGreen Code and AB 939, which requires that 100 percent of inert debris and at least 65 percent of the remaining C&D debris generated during construction or demolition be diverted from landfill. Per Section 5830 of the DMC, the Project is required to prepare and submit a C&D

Waste Management Plan detailing anticipated diversion practice and materials to be recycled or reused. Compliance with these regulations would ensure the Project's construction-related solid waste impacts would be less than significant, and no mitigation is required.

Operation of the Project would be the same as in the existing condition and would not generate additional solid waste. As such, the Project is not anticipated to 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. Impacts would be less than significant, and no mitigation is required.

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

Less than Significant Impact. As stated above, the proposed Project would comply with all federal, State, and local statutes and regulations related to solid waste, including the City's Construction and Demolition Waste Management Ordinance, which was prepared in compliance with AB 939 and CALGreen standards and requires that at 100 percent of inert debris and least 65 percent of the remaining C&D debris produced is diverted from landfill. Therefore, the Project would comply with all federal, State, and local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant, and no mitigation is required.

3.20 WILDFIRE

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a) If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The site and the surrounding areas are not located in designated Very High Fire Hazard Severity Zone (VHFHSZ), or within or near a State Responsibility Area (SRA), as identified by the California Department of Forestry and Fire Prevention (CAL FIRE 2025). The Project site is identified as having no FHSZ in a Local Responsibility Area (LRA) (CAL FIRE 2025). The Project site is in a highly urbanized area of the City, and there are no areas of native vegetation found within the vicinity of the Project site. The lack of chaparral limits the area's ability to provide fuel to ignite a wild land fire, as chaparral constitutes the most flammable type of vegetation found in the United States (NPS 2025). The City's 2024 HMP does not identify wildfire as a significant hazard and does not anticipate uses within the City, including the Project site, to be directly affected by wildfire hazards due to its urban and built up environment (City of Downey 2024). As a result, no risk from wildfire is anticipated with the approval and implementation of the proposed Project, and no impacts would occur.

During construction activities, all construction staging areas would occur within Furman Park in the existing limits of disturbance and would be prohibited from occurring on the street or within the public right-of-way. Parking for construction workers and vehicles would be provided entirely on-site. A stabilized construction entrance/exhibit would be installed in the northeastern corner of the site, providing access for construction workers, equipment, and vehicles from the west side of Rives Avenue. In addition, all construction equipment, materials, and temporary stockpiles would be stored within the northern and southern portions of the site.

During construction activities, the Project would comply with all conditions set forth in the Project-specific TCP. During the diversion pipe installation within the public ROW, through traffic would be maintained at all times. During non-construction times, the area would be plated to ensure traffic flows along the public ROW including Rives Avenue, Irwingrove Drive, Horley Avenue, and Florence Avenue. Therefore, with implementation of the required TCP, temporary lane closures along Rives Avenue, Irwingrove Drive, Horley Avenue, and Florence Avenue would not result in a significant interference of emergency access during construction. Additionally, because Checklist Response thresholds 3.20a through 3.20d apply only to those projects that are "located in or near State responsibility areas or lands classified as very high fire hazard severity zones", no impacts related to these thresholds would occur, and no mitigation is required.

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

No Impact. The Project site is not located in VHFHSZ and is within a highly urbanized area of the City. Additionally, there are no large, undeveloped areas and/or steep slopes on or near the site that would exacerbate fire risks such that would expose the Project and its occupants to wildfire-related hazards. No impacts related to slope, prevailing winds, and other factors would occur, and no mitigation is required. Additionally, because Checklist Response thresholds 3.20a through 3.20d apply only to those projects that are "located in or near State responsibility areas or lands classified as very high fire hazard severity zones", no impacts related to these thresholds would occur, and no mitigation is required.

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

No Impact. As previously described, the proposed Project is not within a designated VHFHSZ as defined by CAL FIRE and is located in a highly urbanized area of the City. The proposed Project would include the installation of subterranean stormwater infrastructure. Other features include replacement of existing baseball field facilities, including new fencing, lighting, and bleachers;; the installation of a new habitat garden, and walking trail along the northern perimeter of the site; and the installation of new native vegetation and landscaping throughout the site. With the exception of three proposed access vaults that would be located on the southern, eastern, and western portions of Furman Park, all stormwater infrastructure would be located underground. The installation of stormwater infrastructure would not exacerbate fire risk such that would result in a significant temporary or ongoing impact as these appurtenances would be installed below ground surface. As such, no impact would occur, and no mitigation is required.

Additionally, because Checklist Response thresholds 3.20a through 3.20d apply only to those projects that are "located in or near State responsibility areas or lands classified as very high fire hazard severity zones", no impacts related to these thresholds would occur, and no mitigation is required.

d) Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. As previously described, the proposed Project is not within a designated VHFHSZ as defined by CAL FIRE. The Project is in a highly urbanized area that is in a generally flat topographical area away from downslope or landslide areas. Specifically, implementation of the Project would not 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. As such, no impact would occur, and no mitigation is required.

Additionally, because Checklist Response thresholds 3.20a through 3.20d apply only to those projects that are "located in or near State responsibility areas or lands classified as very high fire hazard severity zones", no impacts related to these thresholds would occur, and no mitigation is required.

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant with Mitigation	Less than Significant Impact	No Impact
Would the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. 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. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of 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. As discussed in Section 3.4, Biological Resources, there are no sensitive biological resources on or near the Project site. However, there is potential for nesting birds and raptors to be present on and near the Project site; therefore, mitigation has been provided to reduce potential impacts to nesting migratory birds and raptors during construction to less than significant levels (**MM BIO-1**).The Project would not degrade the quality of the environment; would not substantially reduce the habitat of fish or wildlife species; would not cause a fish or wildlife population to drop below self-sustaining levels; would not threaten to eliminate a plant or animal community; and would not reduce the number of or restrict the range of a Rare or Endangered plant or animal.

As discussed in Section 3.5, Cultural Resources, 3.7, Geology and Soils, and 3.18, Tribal Cultural Resources, no impacts would occur to known historic, archaeological, tribal cultural, and/or paleontological resources. Potential impacts to unknown archaeological resources and human remains from implementation of the Project would be less than significant

through compliance with **MM CUL-1** and adherence to regulatory requirements**.** Potential impacts to unknown paleontological resources would be reduced to a less than significant level through implementation of **MM GEO-2**, and potential impacts to unknown tribal cultural resources would be reduced to a less than significant level through implementation of **MM TCR-1**. Therefore, the Project does not have the potential to eliminate important examples of the major periods of California history or prehistory with mitigation incorporated.

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. As shown in the analysis in Sections 3.1 through 3.20 above, all construction-related impacts would be either less than significant or mitigated to a less than significant level. As demonstrated by the analysis in this IS/MND, there would be no long-term significant operational impacts. As such, there is no potential contribution to long-term cumulative impacts from the operation of the Project. Based on review of the City's Community Development Department Updates Report published on May 29, 2025, there are no active construction projects within one-half mile of the Project site. The nearest active construction project is located at 10538 La Reina Avenue, approximately 0.6 miles east of the Project site and involves demolition of an existing single-family residence and construction of a three-story multi-family building, anticipated to be completed in 2025 (City of Downey 2025b). As such, this would not contribute to cumulative impacts. Based on the small scale of the Project and limited impacts, only projects ongoing within this relatively close distance could potentially result in cumulatively considerable impacts. Therefore, the Project would not result in impacts that are individually limited but cumulatively considerable. There would be a less than significant impact, and no mitigation is required.

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. As shown in the analysis in Sections 3.1 through 3.20 above, the Project would not have environmental effects that could cause substantial adverse effects on human beings, either directly or indirectly. Potential adverse noise impacts during construction activities that may have a direct impact to existing residents would be reduced to a less than significant level with implementation of **MM NOI-1**. The Project would not displace any homes or divide an established community and would result in greater long-term water conservation within the Project vicinity. As such, the Project would not result in substantial adverse effects on human beings either directly or indirectly with mitigation incorporated.

4.0 DOCUMENT PREPARERS AND CONTRIBUTORS

4.1.1 LEAD AGENCY

City of Downey

Senior Civil Engineer - Utilities ..... Lorena Powell, P.E.

Utilities Manager/Deputy Director of Public Works ..... Dan Mueller, P.E.

4.1.2 CONSULTANTS

Psomas (Environmental Document Preparation)

Principial-in-Charge ..... Alia Hokuki, AICP

Project Manager ..... Jessica Hitchcock

Environmental Planner ..... Chaise Lapierre

Senior Acoustics Specialist ..... Farshad Farhang

Air Quality and Climate Change Specialist ..... Jordan Werkmeister

Cultural Resources Manager ..... Charles Cisneros

GIS/Graphics ..... Paul O'Brien and Jennie Ramirez

Senior Word Processor ..... Sheryl Kristal

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