April 2016 | Mitigated Negative Declaration and Initial Study

CNG FUELING STATION

Fullerton Joint Union High School District

Prepared for:

Fullerton Joint Union High School District
Contact: Ron Lebs
Assistant Superintendent, Business Services
Fullerton Joint Union High School District
1051 W. Bastanchury Road
Fullerton, California 92833
714.870.2800

Prepared by:

PlaceWorks
Contact: Dwayne Mears, AICP, Principal
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com

PLACEWORKS

The complete MND is available at http://www.fjuhsd.net/Page/993

FULLERTON JOINT UNION HIGH SCHOOL DISTRICT
MITIGATED NEGATIVE DECLARATION

Pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code Sections 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Sections 15000 et seq.), the Fullerton Joint Union High School District (District) has completed this Mitigated Negative Declaration (MND) for the project described below based on the assessment presented in the attached Initial Study.

LEAD AGENCY & PROJECT PROPONENT: Fullerton Joint Union High School District

PROJECT TITLE: CNG Fueling Station

PROJECT LOCATION: 1021 and 1050 South Leslie Street, La Habra

PROJECT DESCRIPTION: The District proposes to replace, upgrade, and expand the existing CNG fueling facility at the District's Transportation Center (CNG site) to meet the District's projected CNG needs over the next 10-plus years and to serve local municipalities and the community at large. The District plans to relocate the existing CNG compressor and related equipment (e.g., storage vessels, dryer) from the southwest corner of the site to the northeast corner. The expansion would provide 15 new time-fill posts, with 2 dispensers (hoses) per post, totaling 30 dispensers, and a new public vending fast-fill post with 2 dispensers. The existing 6 slow-fill posts (12 dispensers) would remain and existing fast-fill post with 2 dispensers would be upgraded and replaced.

The new public vending fast-fill islands would be constructed under an 18-foot canopy. A new diesel/gas dispenser would also be constructed between the two CNG islands. This dispenser would not be used by the community. The existing diesel/gas dispenser would also be relocated. The public vending CNG station would be unmanned but operate 24/7 with an automated payment system. The fueling system would be monitored by an operator and the District staff. It is anticipated that the maximum number of vehicles served by the public CNG fueling station would not exceed 15 vehicles per hour per fast-fill CNG facility during the busiest times of the day and a maximum of 140 customers per day. Therefore, with two fast-fill islands, 30 vehicles per hour and up to 280 customers per day was assumed. Each vehicle would take approximately 5 to 10 minutes per filling.

EXISTING CONDITIONS: The District owns and operates the District Transportation Center (DTC), which is used to store and fuel the District's CNG and diesel fleets. The DTC is developed with CNG and diesel/gas fueling stations and an approximately 1,860-square-foot tilt-up bus warehouse building. The District Maintenance and Operations (M&O) site is developed with two maintenance buildings (approximately 11,320 square feet and 13,650 square feet) and associated parking for M&O vehicles.

SUMMARY OF IMPACTS: The attached Initial Study was prepared to identify the potential effects on the environment from the construction and operation of the proposed CNG Fueling Station Project and to evaluate the significance of those effects.

Based on the environmental analysis, the proposed project would have no impacts or less-than-significant environmental impacts on the following 15 resources analyzed in the Initial Study:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Geology and Soil
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Noise
- Recreation
- Utilities and Service Systems

Project development would have potentially significant impacts on Cultural Resources and Transportation and Traffic. A mitigation measure has been incorporated into the project to effectively minimize all of the potentially significant environmental impacts. Compliance with the mitigation measure would avoid or reduce potentially significant impacts to less than significant levels.

Cultural Resources

CUL-1 In the event that the grading proposes to disturb soils underneath fill material, Fullerton Joint Union High School District shall retain a qualified archaeologist to perform monitoring during ground-disturbing activities. If an archaeological resource is uncovered, the discovery shall be evaluated for significance by an Orange County Certified Professional Archaeologist. If significance criteria are met, then the qualified archaeologist shall perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton; and provide a comprehensive final report, including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).

Transportation/Traffic

TRANS-1 Fullerton Joint Union High School District shall request and coordinate with the City of La Habra to install red curb along Leslie Street at the following locations:

- East side of Leslie Street: South of the CNG site's north driveway for 30 feet (existing is 15 feet)
- West side: Between the two driveways at 1031 Leslie Street (existing is 20 feet)

Table of Contents

Table of Contents

APPENDICES

List of Figures

Figure **Page**

Table of Contents

List of Tables

Abbreviations and Acronyms

AAQS	ambient air quality standards
AB	Assembly Bill
ADT	average daily traffic
AQMP	air quality management plan
BAU	business as usual
BMP	best management practices
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CMP	congestion management program
CMU	concrete masonry
CNEL	community noise equivalent level
CNG	compressed natural gas
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTC	District Transportation Center
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
FJUHSD	Fullerton Joint Union High School District
FTA	Federal Transit Administration
GGE/hr	gas gallon equivalent per hour
GHG	greenhouse gases
HCM	Highway Capacity Manual
ICU	intersection capacity utilization
IPCC	Intergovernmental Panel on Climate Change
L_{dn}	day-night noise level
L_{eq}	equivalent continuous noise level

Abbreviations and Acronyms

LACoFD	Los Angeles County Fire Department
LHCSD	La Habra City School District
LHPD	La Habra Police Department
LOS	level of service
LST	localized significance thresholds
M_W	moment magnitude
M&O	maintenance and operation
MT	metric ton
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O_3	ozone
OEHHA	Office of Environmental Health Hazards Assessment
PM	particulate matter
ppm	parts per million
PPV	peak particle velocity
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
scfm	standard cubic feet per minute
SCS	Sustainable Communities Strategy
SoCAB	South Coast Air Basin
SO_X	sulfur oxides
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TWA	time-weighted average
VdB	velocity decibels
VOC	volatile organic compound
WQMP	water quality management plan

Abbreviations and Acronyms

This page intentionally left blank.

1. Introduction

The Fullerton Joint Union High School District (FJUHSD or District) is proposing to upgrade, relocate, and expand the existing compressed natural gas (CNG) fueling facility at the District's Transportation Center (DTC or CNG site), located at 1050 S. Leslie Street in the City of La Habra, Orange County. The existing CNG fueling facility would be expanded to serve fleets from other agencies—such as the City of La Habra and La Habra City School District—and would be open to the general public. The District also plans to add parking spaces at its Maintenance and Operations Center (District M&O), which is across the street at 1027 S. Leslie Street.

1.1 PROJECT LOCATION

The approximately 1.93-acre CNG site is at 1050 South Leslie Street in the City of La Habra (Assessor's Parcel Number [APN] 019-111-66). La Habra is in north Orange County, abutting Los Angeles County and surrounded by the cities of Fullerton, Brea, La Habra Heights, and Whittier. Regional access is provided by State Route 57 to the east and Imperial Highway to the south. Local access is provided via Leslie Street from Imperial Highway (see Figure 1, *Regional Location*). Leslie Street terminates about 630 feet from the northern project boundary (Figure 2, *Local Vicinity*).

The approximately 1.9-acre District M&O site is at 1021 S. Leslie Street, across the street from the CNG site (APNs 019-111-78 and 019-111-35). The "project site" consists of these two parcels. The project site boundaries are shown in Figure 2, *Local Vicinity,* and Figure 3, *Aerial Photograph.*

1.2 ENVIRONMENTAL SETTING

1.2.1 Existing Land Use

FJUHSD owns and operates the DTC (also known as bus yard), which is used to store and fuel the District's CNG and diesel fleets. The DTC is developed with CNG and diesel/gas fueling stations and an approximately 1,860-square-foot tilt-up bus warehouse building. The existing CNG infrastructure was installed in the early 1990s and consists primarily of CNG compressors, storage tanks, six slow-fill (or time-fill) posts, and one fast-fill post. The CNG equipment is nearing the end of its serviceable life and needs to be replaced. Each time-fill CNG post (each post has two dispensing stations) currently provides 128 standard cubic feet per minute (scfm) or 60 GGE/hr (gas gallon equivalent per hour). The locations of the existing CNG fueling facilities are shown in Figure 4, *CNG Site Aerial Photograph*. The District M&O is developed with two maintenance buildings (approximately 11,320 square feet and 13,650 square feet) and associated parking, storing white-fleet vehicles. White-fleet vehicles are vehicles under the authority of and used by the M&O department.

1. Introduction

Site Access and Parking

The CNG site is accessed via two driveways on Leslie Street—an enter-only driveway on the south and an exit-only driveway on the north. During morning hours, school buses leave between 6:30 and 7:00 AM and come back around 9:00 and 9:30 AM. During afternoon hours, buses operate over the period between 12:30 PM and 2:00 PM. The District M&O is accessed via three driveways along Leslie Street.

The District's fleet inventory consists of 26 full-size buses, 25 small buses, and 52 white-fleet maintenance vehicles, for a total of 103 vehicles. These vehicles park at both the CNG site and the District M&O across the street. The CNG site currently provides 80 parking spaces, and the District M&O provides 96 parking spaces, for a combined total of 176 spaces. Figure 5, *District M&O Existing Parking,* illustrates the parking inventory at the District M&O. Until recently, the District had an agreement that allowed employees to park personal vehicles at the adjacent Fullerton College La Habra Campus, which is vacant. The property was sold to a private concern, and District employees may no longer park on that site.

The La Habra City School District currently fuels its diesel and gas buses and trucks at the CNG site. In the 2014-15 school year, the city school district's 10 vehicles made 372 trips to the CNG site.

1.2.2 Surrounding Land Use

The CNG site is bordered by Leslie Street to the west; the former Fullerton College La Habra Campus to the north and east, which will be converted into an equipment rental yard; and a large vacant industrial building to the south, which is planned to become a Kaiser medical office building. The District M&O center is north-northwest, and other industrial uses, including auto shops, surround the CNG site. Leslie Park is at the northwest corner of Imperial Highway and South Leslie Street, approximately 270 feet to the southwest. The nearest residences are approximately 660 feet to the south on Parkwood Avenue and 795 feet to the northwest on Pacific Avenue. The nearest school, Las Romas School, is approximately 0.38 mile to the west. Union Pacific Railroad tracks and spurs are approximately 160 feet to the east adjacent to the former Fullerton College campus.

The District M&O is surrounded on all sides by other industrial land uses. The nearest residential is approximately 370 feet to the northeast on Pacific Avenue, and the nearest school, Las Romas Elementary School, is 0.30 mile to the west.

1.3 PROJECT DESCRIPTION

1.3.1 Proposed Land Use

The District proposes to replace, upgrade, and expand the existing CNG fueling facility at the CNG site to meet the District's projected CNG needs over the next 10-plus years and to serve local municipalities and the community at large. The District plans to relocate the existing CNG compressor and related equipment (e.g., storage vessels, dryer) from the southwest corner of the site to the northeast corner. Figure 6, *Proposed Site Plan*, shows the new location of the CNG compressor. This area would be secured inside a six-foot-high chain-link fence with gates. The expansion would provide 15 new time-fill posts, with 2 dispensers (hoses) per

post, totaling 30 dispensers, and a new public vending fast-fill post with 2 dispensers. The existing 6 slow-fill posts (12 dispensers) would remain and existing fast-fill post with 2 dispensers would be upgraded and replaced.

The new public vending fast-fill islands would be constructed under an 18-foot canopy. Figure 7, *CNG Station West Elevation*, illustrates the fast-fill fueling islands under a canopy. A new diesel/gas dispenser would also be constructed between the two CNG islands. This dispenser would not be used by the community. The existing diesel/gas dispenser would also be relocated. The public vending CNG station would be unmanned but operate 24/7 with an automated payment system. The fueling system would be monitored by an operator and the District staff. It is anticipated that the maximum number of vehicles served by the public CNG fueling station would not exceed 15 vehicles per hour per fast-fill CNG facility during the busiest times of the day and a maximum of 140 customers per day. Therefore, with two fast-fill islands, 30 vehicles per hour and up to 280 customers per day was assumed.[1] Each vehicle would take approximately 5 to 10 minutes per filling.

The time-fill CNG station currently provides 128 scfm or 60 GGE/hr, and the proposed project would provide approximately 200 GGE/HR with 250 GGE in storage and potential for additional 250 GGE in storage. No change to the existing underground storage tank (UST) is proposed.

The number of buses stored and operated out of the CNG site would not change, but additional diesel buses would be replaced with CNG buses over time. The City of La Habra and La Habra City School District both currently use the facility to fuel their CNG buses. La Habra City School District (LHCSD) currently operates four CNG buses and has a grant application pending for two additional CNG buses. LHCSD has plans to convert twelve fleet buses to CNG over time and intends to use this facility. The City of La Habra has four CNG vehicles.

Site Access and Parking

As shown on Figure 6, *Proposed Site Plan*, access to the CNG site would be provided via two modified driveway approaches, and the public fueling station would be separated from the time-fill station and bus yard by an eight-foot-high concrete masonry (CMU) wall and two wrought-iron rolling gates (see Figure 7, *CNG Site West Elevation*). The southern, approximately 52-foot-wide driveway off of S. Leslie Street would provide access to both the public fueling station and to the DTC beyond the gate. Vehicles would enter from this southern driveway to access the one-way loop to the time-fill post and the bus yard beyond the gate before exiting to the northern driveway. The proposed project would eliminate 24 parking spaces from the CNG site to accommodate additional time-fill posts, and the District would create 13 or 14 additional parking spaces at the District M&O by closing or relocating the north driveway and reconfiguring the existing internal circulation. Figures 8a and 8b, *Proposed Parking Plan (Options A & B)*, shows these changes, which would increase the number of spaces from 96 parking spaces to 110 spaces on the M&O Center.

[1] To validate this assumption, traffic counts were conducted at a couple of existing CNG facilities. The traffic counts determined that no more than 10 customers visited during any one-hour period. The count is also consistent with the City of Fullerton CNG Fueling Station's experience, which is 50 to 100 trips/fill-ups per day with average trips per day of 70 to 75. The City of Fullerton also stated that volumes were seasonal, more in winter and spring, less in summer.

Peak Hour Operations

Peak travel times on the local street network coincide with the workday, generally 7:00 to 9:00 AM and 5:00 to 7:00 PM. As explained above, school buses leave between 6:30 and 7:00 AM and return around 9:00 and 9:30 AM. During the afternoon, buses operate between 12:30 and 2:00 PM. Buses also leave at various times in the afternoon to support athletic events and other activities. Buses operate during the AM peak period, but generally not during the PM peak period. These operations are ongoing, and the volume of bus traffic would not change due to the expansion of CNG fueling capacity or the conversion of additional buses from diesel to CNG.

The creation of a public CNG fueling station is intended to promote the use of clean-burning CNG and will increase traffic at this facility and along Leslie Street and other feeder streets. An increase in traffic is expected to come from other public agencies, such as the City of La Habra, La Habra City School District, City of Fullerton and others, company fleets (possibly taxis, delivery companies, etc.), and private individuals.

Bus Garage Improvement

The District would also provide ventilation and safety upgrades to the existing bus garage to meet the service needs of CNG vehicles.

1.3.2 Project Phasing

The construction would take approximately 16 weeks.

1.4 EXISTING ZONING AND GENERAL PLAN

The project site is zoned M-1 Light Manufacturing by the zoning map and designated Light Industrial (0.8 FAR) by the La Habra General Plan.

1.5 PROJECT APPROVAL AND PERMITS

1.5.1 Lead Agency

Fullerton Joint Union High School District is the lead agency under CEQA and has principal approval authority over the proposed project.

- Project Approval
- Mitigated Negative Declaration Adoption
- Mitigation Monitoring Plan Adoption

1.5.2 Responsible Agencies

A responsible agency is a public agency other than the lead agency that has responsibility for carrying out or approving a project (CEQA Guidelines § 15381 and PRC § 21069).

- City of La Habra: Conditional Use Permit Approval
- Los Angeles County Fire Department: Site plan and emergency plan review and approval
- California Energy Commission: Financing/Grant Approval
- Santa Ana Regional Water Quality Control Board: Issue National Pollutant Discharge Elimination System Permit to implement the project.
- South Coast Air Quality Management District: Issue necessary air quality permits to implement the project.

1. Introduction

This page intentionally left blank.

Figure 1 - Regional Location

1. Introduction

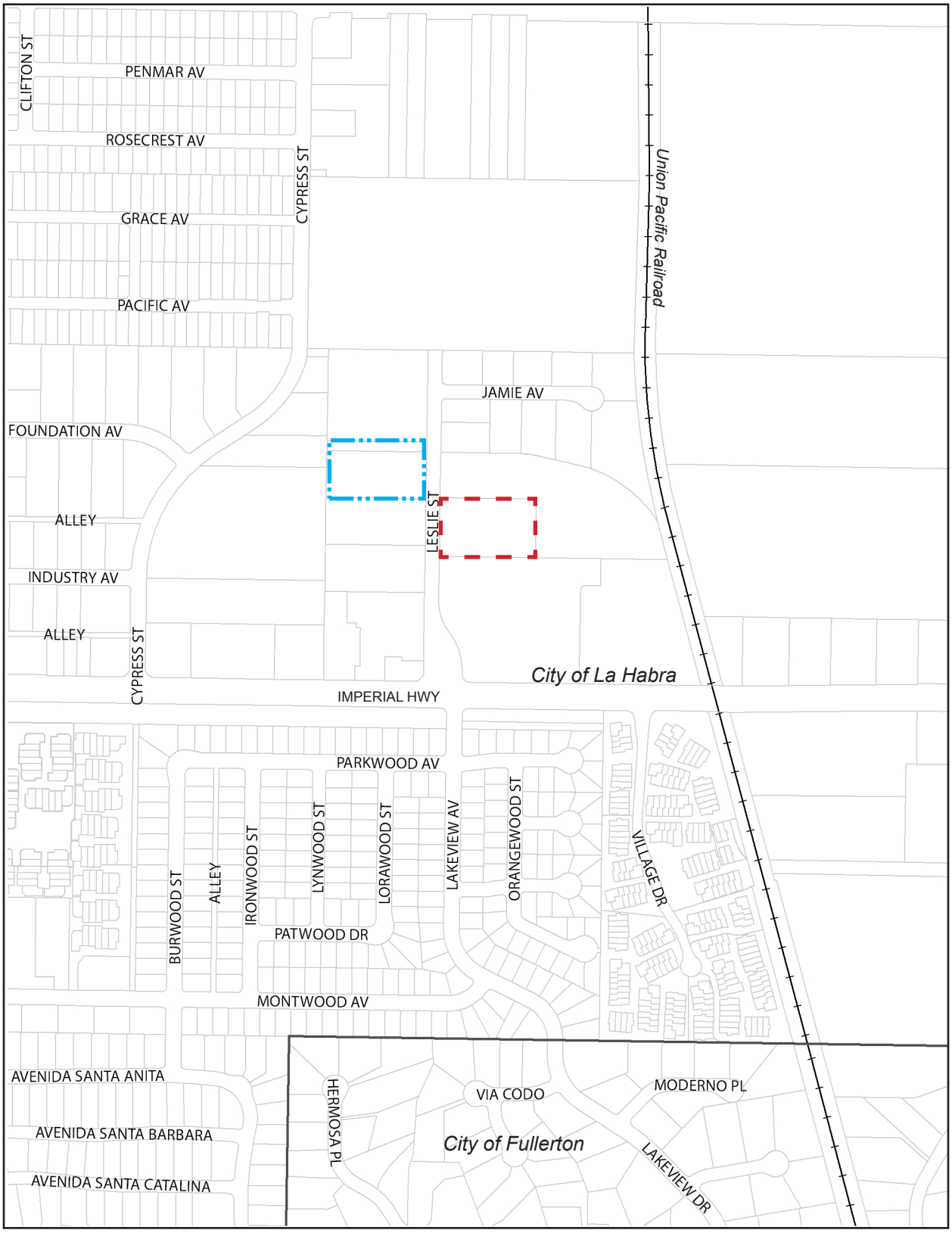
0 5
Scale (Miles)

Source: ESRI, 2015

1. Introduction

This page intentionally left blank.

Figure 2 - Local Vicinity
1. Introduction

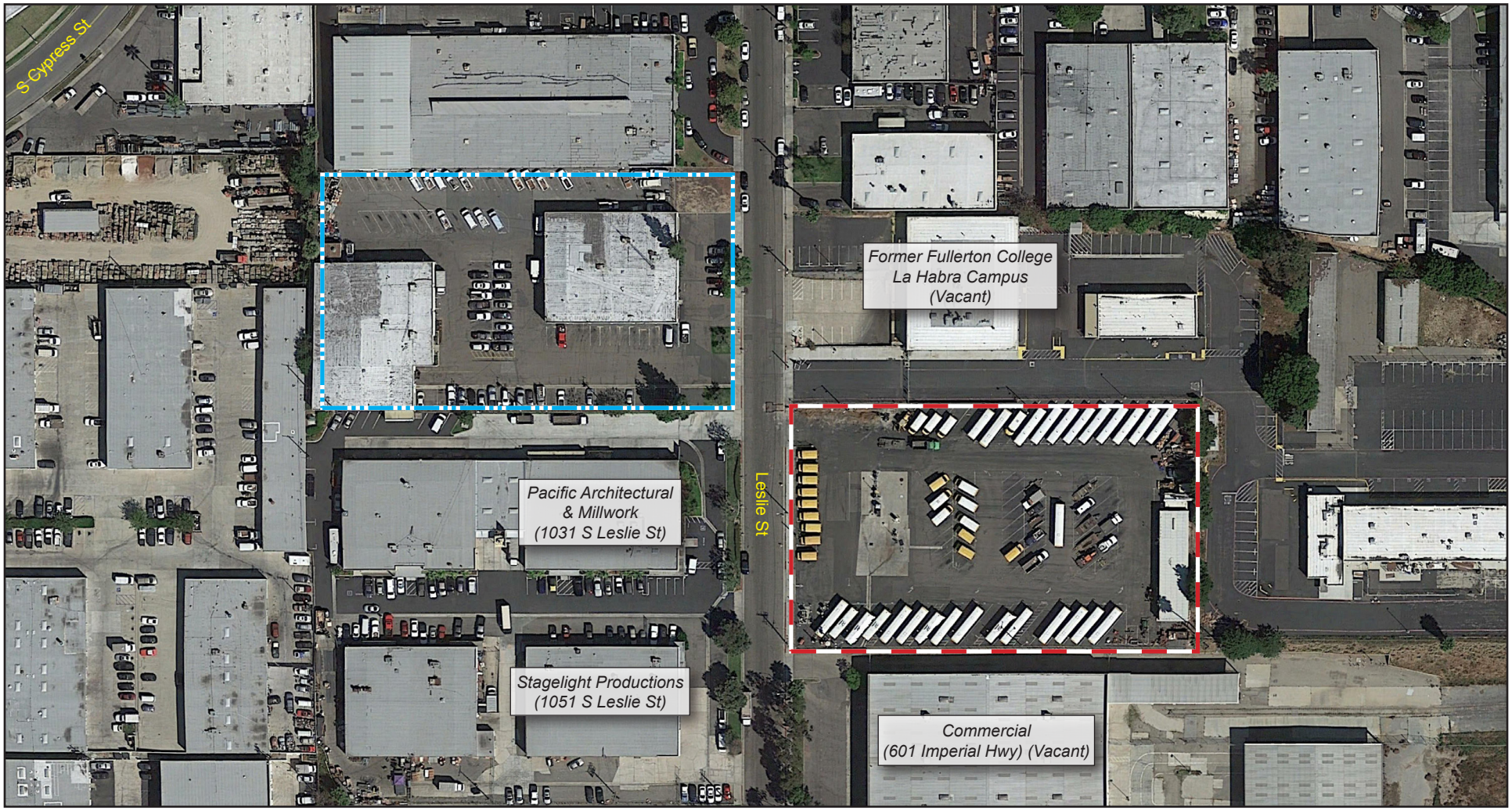


Source: ESRI, 2015

1. Introduction

This page intentionally left blank.

Figure 3 - Aerial Photograph
1. Introduction



CNG Site

District M&O Site

0 150
Scale (Feet)

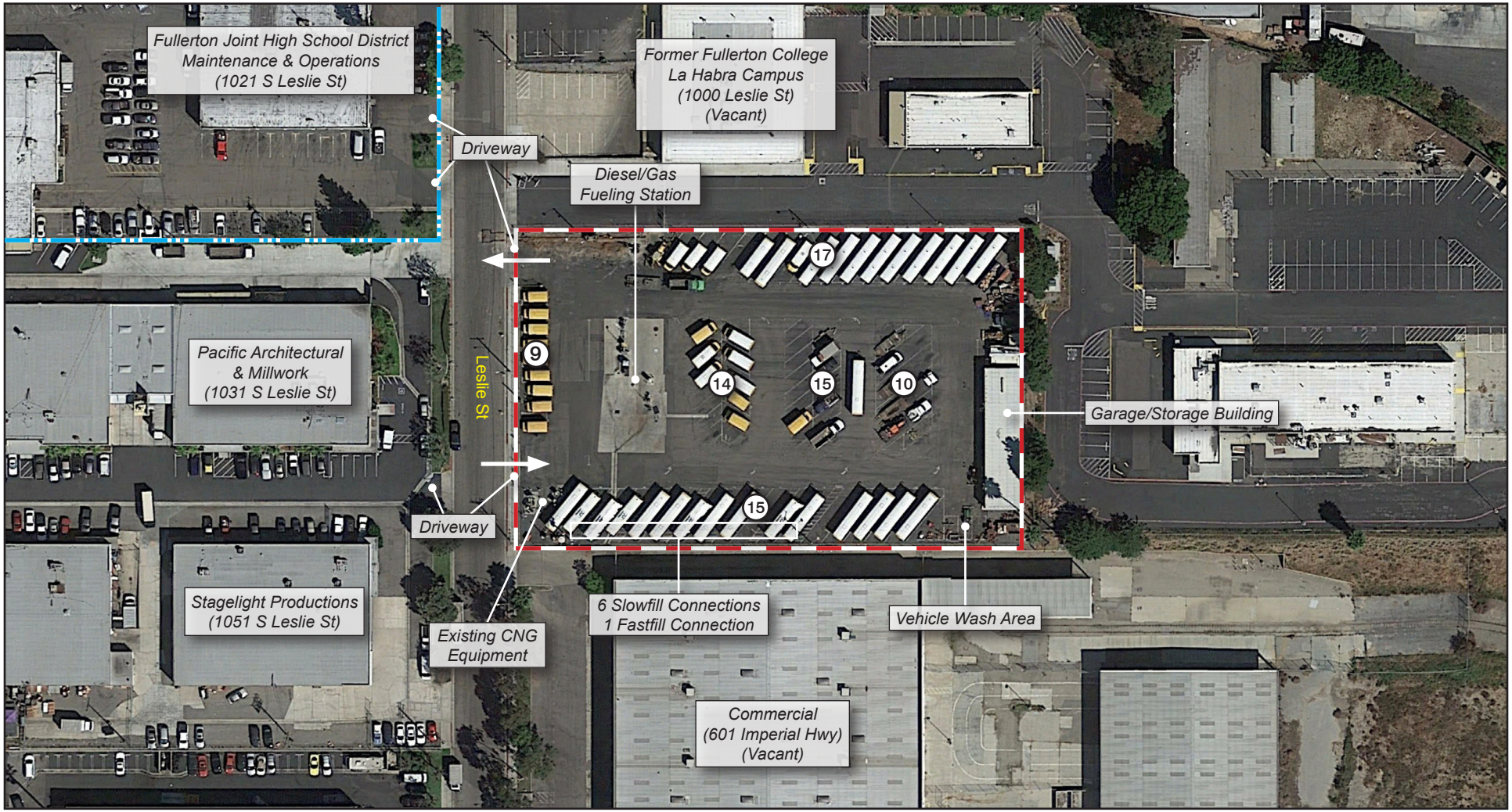
Source: Google Earth Pro, 2015

1. Introduction

This page intentionally left blank.

Figure 4 - CNG Site Aerial Photograph

1. Introduction



CNG Boundary

District M&O Site

9 Number of Parking Stalls

0 100
Scale (Feet)

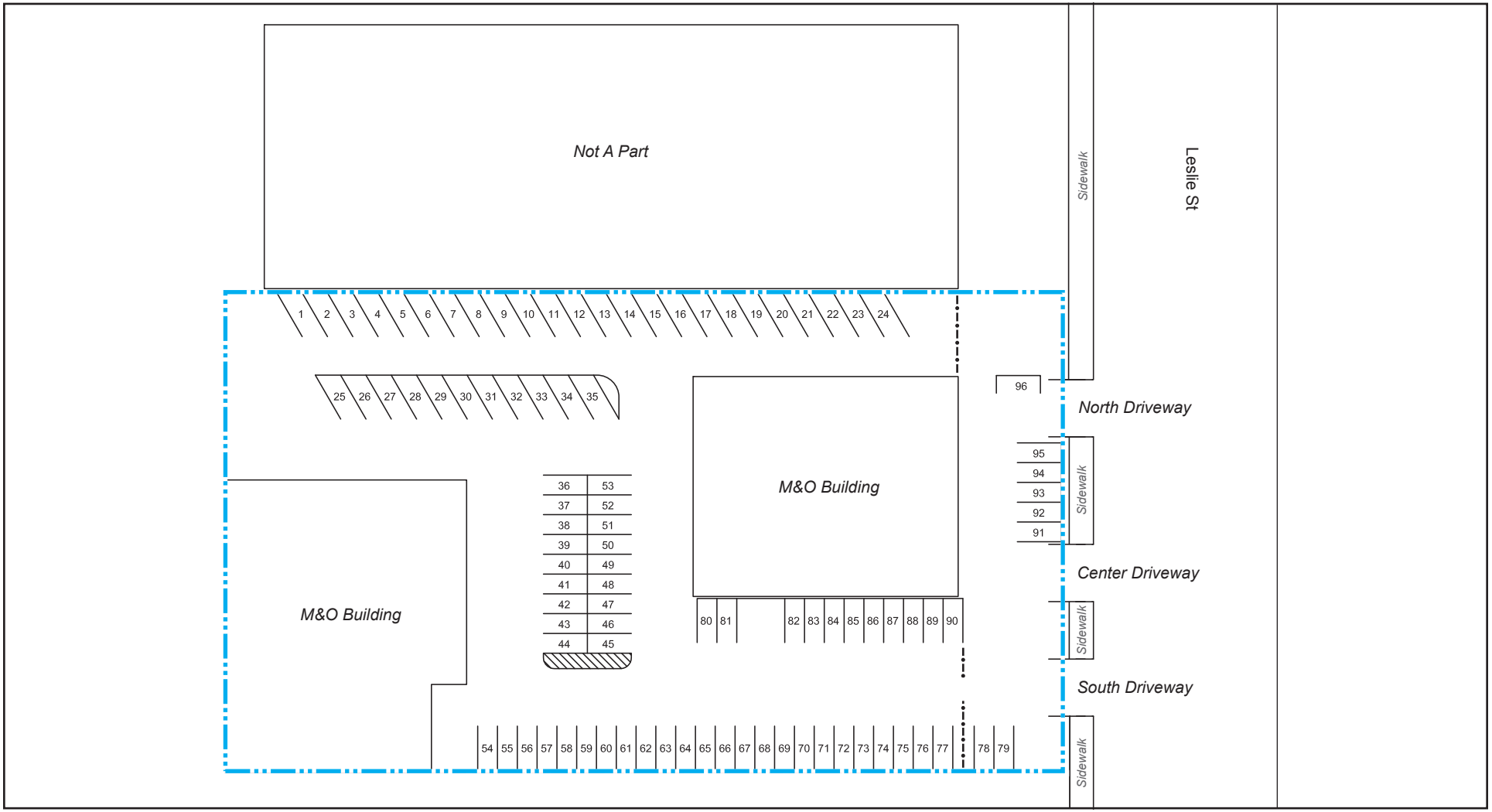
Source: Google Earth Pro, 2015

1. Introduction

This page intentionally left blank.

Figure 5 - District M&O Existing Parking

1. Introduction

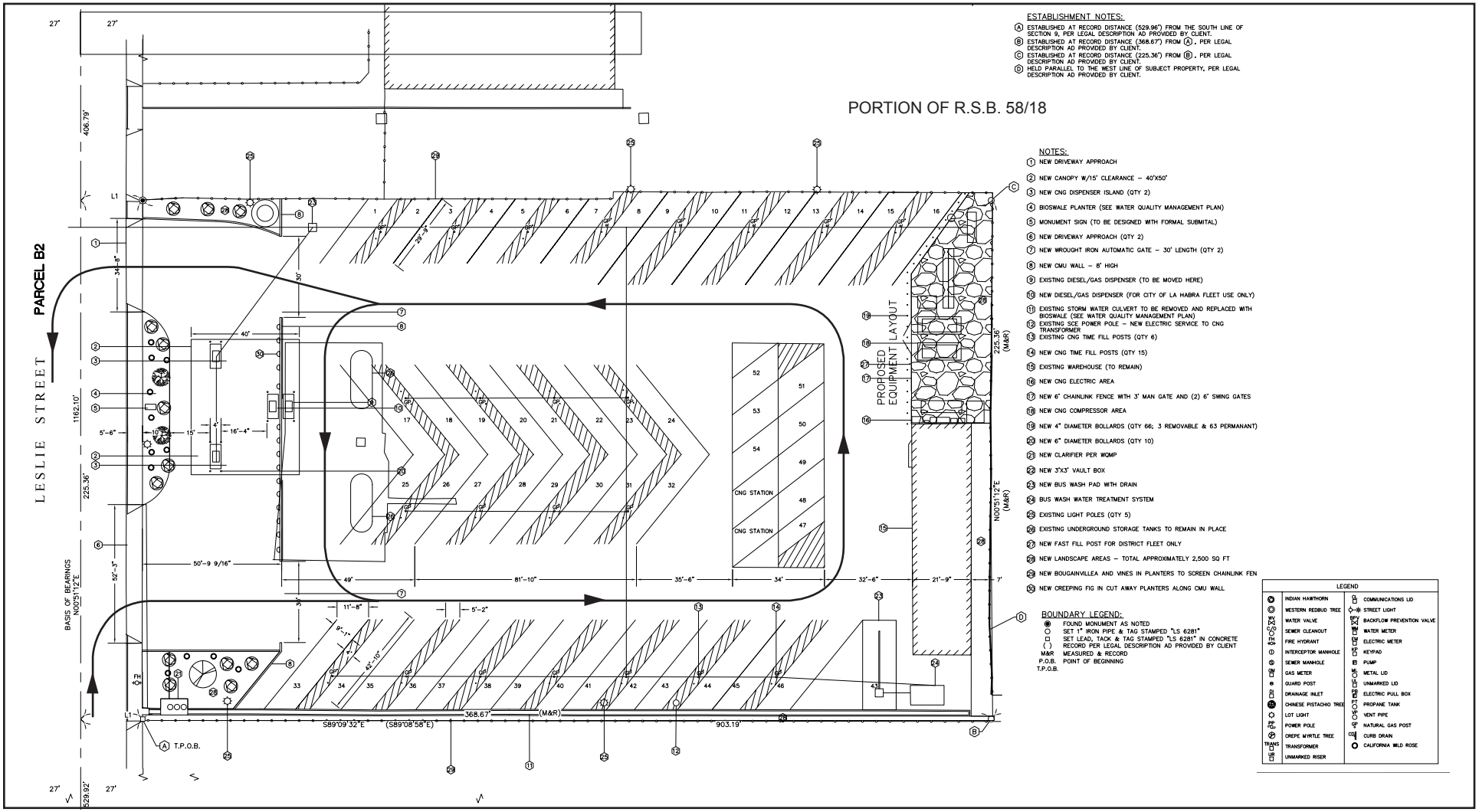


1. Introduction

This page intentionally left blank.

Figure 6 - Proposed Site Plan

1. Introduction



Bus Path of Travel

0 80
Scale (Feet)

Base Map Source: Rosell Surveying and Mapping, Inc., 2016

1. Introduction

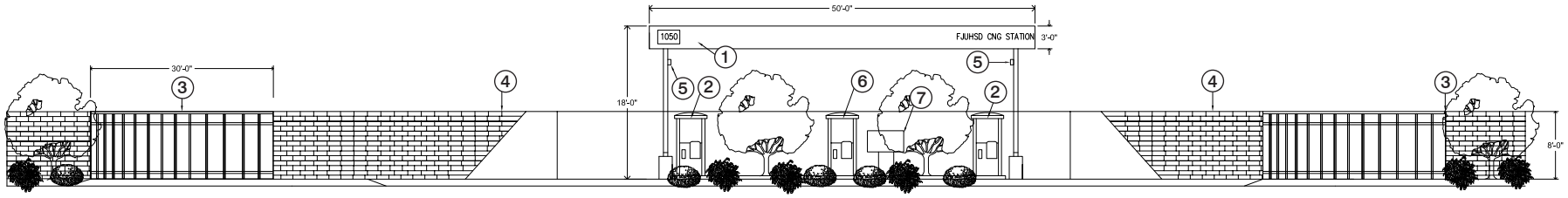
This page intentionally left blank.

Figure 7 - CNG Station West Elevation

1. Introduction

General Notes

1. Structural Canopy
2. CNG Dispenser
3. Wrought Iron Rolling Gates
4. CMU Wall - 8' High
5. Surveillance Cameras
6. Gas Boy Dispenser
7. Monument Sign



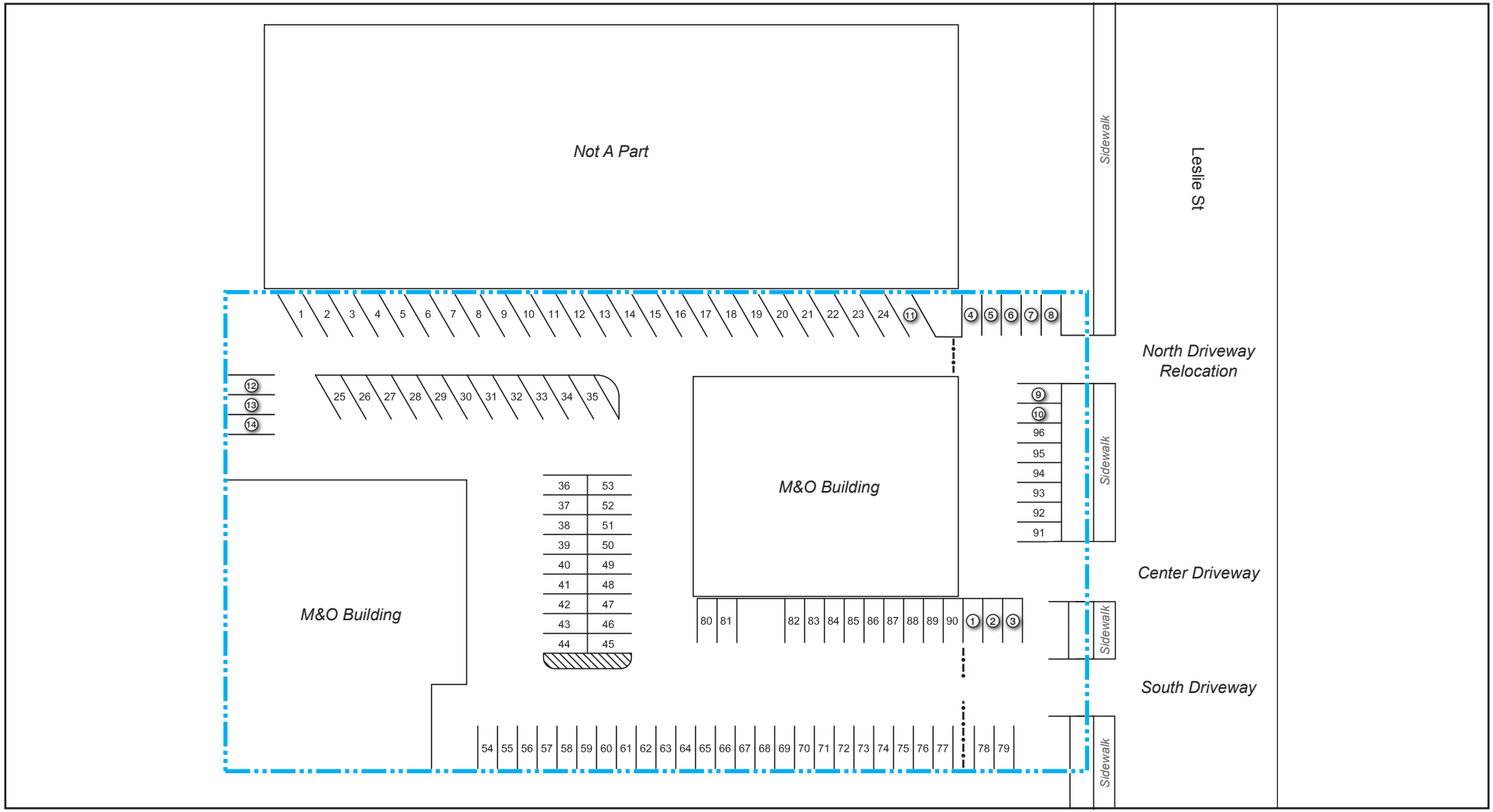
Source: Rosell Surveying and Mapping, Inc., 2015

1. Introduction

This page intentionally left blank.

Figure 8a - Proposed Parking Plan-Option A

1. Introduction

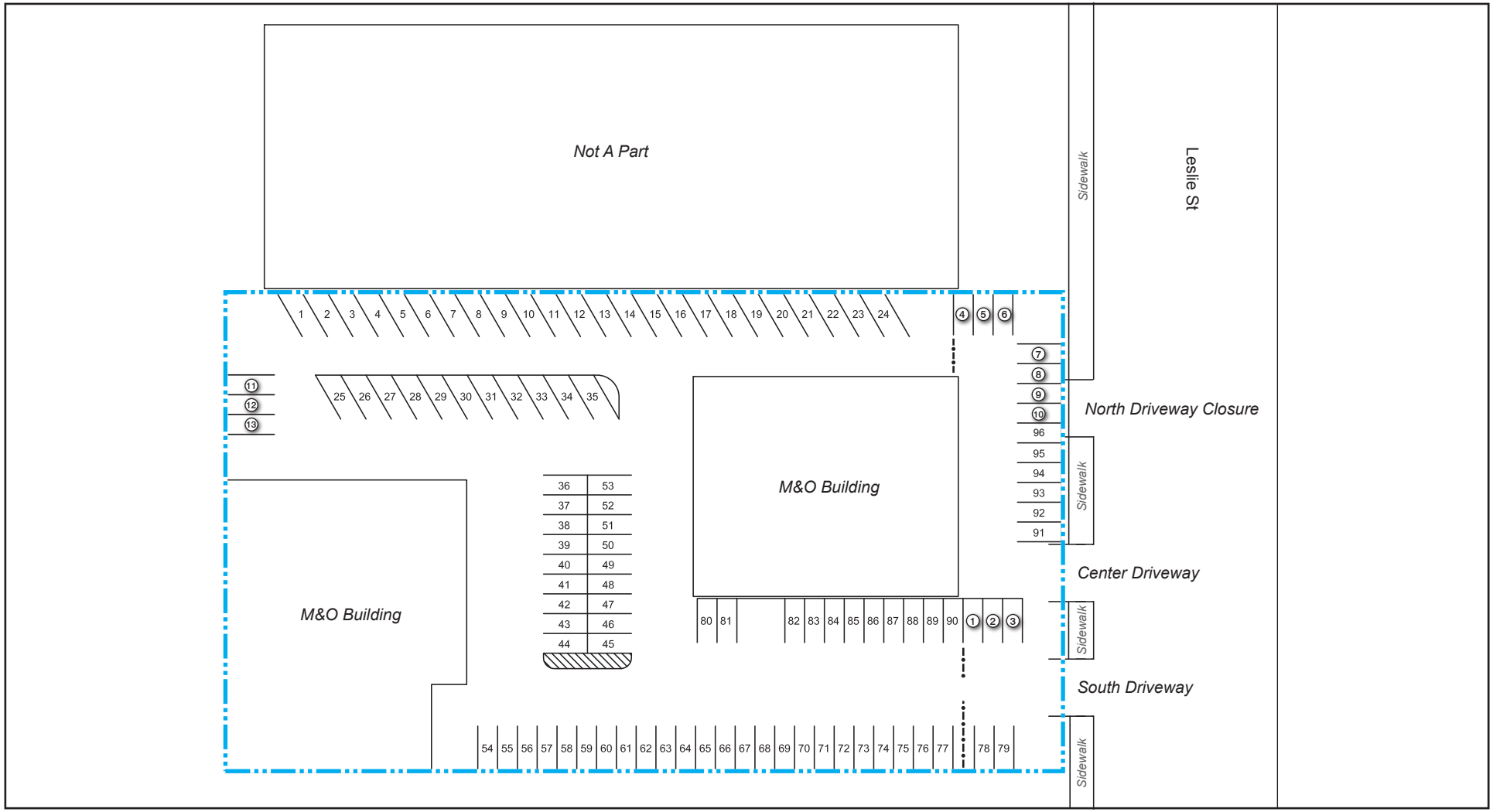


1. Introduction

This page intentionally left blank.

Figure 8b - Proposed Parking Plan-Option B

1. Introduction



District M&O Site

Chain Link Fence

① New Parking Stalls (13)

1 Existing Parking Stalls (96)*

* Note that stall #96 has been relocated.

0 100

Scale (Feet)

1. Introduction

This page intentionally left blank.

2. Environmental Checklist

2.1 BACKGROUND

1. **Project Title:** CNG Fueling Station

2. **Lead Agency Name and Address:**
   Fullerton Joint Unified School District
   1051 W. Bastanchury Road
   Fullerton, CA 92833
   714.870.2800

3. **Contact Person and Phone Number:**
   Ron Lebs, Assistant Superintendent, Business Services
   714.870.2800

4. **Project Location:**
   1050 South Leslie Street
   La Habra, CA 90631

5. **Project Sponsor's Name and Address:**
   Fullerton Joint Unified School District
   1051 W. Bastanchury Road
   Fullerton, CA 92833

6. **General Plan Designation:** Light Industrial (0.8 FAR)

7. **Zoning:** M-1 Light Manufacturing

8. **Description of Project**:
   See Section 1.3, *Project Description*.

9. **Surrounding Land Uses and Setting**:
   The CNG site is bordered by Leslie Street to the west; the former Fullerton College La Habra Campus to the north and east, which will be converted into an equipment rental yard; and a large vacant industrial building to the south, which is planned to become a Kaiser medical office building. The District M&O center is north-northwest, and other industrial uses, including auto shops, surround the CNG site. Leslie Park is at the northwest corner of Imperial Highway and South Leslie Street, approximately 270 feet to the southwest. The nearest residences are approximately 660 feet to the south on Parkwood Avenue and 795 feet to the northwest on Pacific Avenue. The nearest school, Las Romas School, is approximately

2. Environmental Checklist

0.38 mile to the west. Union Pacific Railroad tracks and spurs are approximately 160 feet to the east adjacent to the former Fullerton College campus.

The District M&O is surrounded on all sides by other industrial land uses. The nearest residential is approximately 370 feet to the northeast on Pacific Avenue, and the nearest school, Las Romas Elementary School, is 0.30 mile to the west.

10. Other Public Agencies Whose Approval Is Required

- City of La Habra: Conditional Use Permit Approval
- Los Angeles County Fire Department: Site plan and emergency plan review and approval
- California Energy Commission: Financing/Grant Approval
- Santa Ana Regional Water Quality Control Board: Issue National Pollutant Discharge Elimination System Permit to implement the project
- South Coast Air Quality Management District: Issue necessary air quality permits to implement the project

2.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

2.3 DETERMINATION (TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

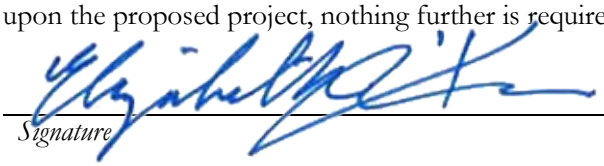
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ 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

April 12, 2016

Date

Elizabeth Kim

Printed Name

Fullerton Joint Union High School District

For

2.4 EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

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

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

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

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

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

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

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

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

9) The explanation of each issue should identify:

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

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

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
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?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
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?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	
e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074? (Interim checklist question for AB 52 compliance.)			X	
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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?			X	
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 for people residing or working in the project area?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
XI. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?				X
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?				X
XII. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
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 expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?			X	
b) Police protection?			X	
c) Schools?				X
d) Parks?				X
e) Other public facilities?				X
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
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?				X
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		X		
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	
g) Result in inadequate parking capacity? (OPTIONAL: Removed from 2010 CEQA Guidelines.)			X	
XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?				X

2. Environmental Checklist

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources or are new or expanded entitlements needed?			X	
e) Result in a determination by the waste water 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?				X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
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.)		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

3. Environmental Analysis

Section 2.4 provided a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions in the checklist and identifies mitigation measures, if applicable.

3.1 AESTHETICS

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

No Impact. The visual and scenic resources identified in the City of La Habra's General Plan include the La Habra Basin, Puente and West Coyote Hills, and San Gabriel Mountains. The basin and landforms are prominently visible from different vantage points. The project site is in a highly urbanized, extensively developed part of the city. Adjacent properties are developed with industrial buildings, and the site is currently used as District transportation center and maintenance and operation center. Development of the proposed project would not alter open spaces or scenic vistas in the vicinity of the site. No impact would occur.

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

No Impact. The project site consists of already-developed District transportation center and maintenance and operation center in an urbanized part of the City of La Habra; the project site and its immediate vicinity do not possess any scenic resources. The site does not contain historic buildings nor any rock outcroppings. In addition, the project site is not adjacent to or near a designated state scenic highway (Caltrans 2014). Therefore, no impacts would occur with respect to scenic resources.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact. The proposed project would not degrade the existing visual character or quality of the project site and its surroundings. The District M&O site is already developed and no above-grade structural improvement would be provided. Provision of additional parking stalls would not substantially degrade the existing visual character of the District M&O. The CNG site is already being used for CNG filling bays and District fleet parking without any ornamental landscaping or other visually enhancing design element. The proposed project would provide a new 18-foot-high and 50-foot wide canopy for the CNG dispensers and construct an 8-foot CMU wall and wrought-iron gate to restrict access to the time-fill bays. Figure 7, *CNG Site West Elevation*, is a visual representation of the CNG site from Leslie Street. The project site is in an already developed industrial area with concrete tilt-up buildings. The proposed project would provide an approximately 70-foot-long and 10-foot-wide biofiltration area with trees and plants along the western boundary and ornamental landscaping on the northwest and southwest corners of the CNG site. The maximum height allowed under the M-1 Light Manufacturing zone for buildings not abutting or across from a residential zone is 75 feet or six stories. No buildings would be erected as part of the

proposed project, and the 18-foot-tall canopy structure would not conflict with the intended visual character of the light manufacturing uses of the project's surrounding. There are no protected visual resources on or around the project site, and no sensitive receptors near the project site, such as residential uses. No unique visual resources would be obstructed by the proposed development, and the proposed project would not substantially degrade the existing aesthetic quality of the project surroundings. Impacts would not be significant, and no mitigation measures are required.

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

Less Than Significant Impact. The CNG site is already developed and there are five light poles onsite, three on the northern property line and two on the southern property line. These light poles would remain and continue to provide security lighting for the project site. The new CNG and diesel/gas dispensers would operate 24 hours, and the islands would be lit for safe dispensing at night time. However, such lighting would not be flashing or high-intensity lighting that could adversely affect day or nighttime views in the area. Moreover, there are no sensitive uses in the area. No significant light impact would occur, and no mitigation measures are required.

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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?

No Impact. The project site has no agricultural resources and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as mapped on the Important Farmland Finder maintained by the California Department of Conservation (CDC 2014). Therefore, the proposed project would not convert farmland to nonagricultural uses and no impact would occur. No mitigation measures are required.

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

No Impact. The project site has no agricultural resources and is not zoned for agricultural use. The Williamson Act applies to parcels consisting of at least 20 acres of Prime Farmland or at least 40 acres of farmland not designated as Prime Farmland. The project site is not under a Williamson Act contract; no impact would occur. No mitigation measures are required.

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

No Impact. The project site is in an extensively developed, urbanized part of the City of La Habra and does not lie within or adjacent to forest land or timberland. The site is zoned for industrial use, and project implementation would not impact forest land, timberland, or timberland zoning. No impact would occur. No mitigation measures are required.

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

No Impact. The project site is zoned for industrial use. There is no forest land on or near the project site that would be converted to nonforest use. No impact would occur. No mitigation measures are required.

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

No Impact. The proposed project has no agricultural or forest resources and is not designated as Farmland on the Important Farmland Finder maintained by the California Department of Conservation (CDC 2014). Therefore, the proposed project would not convert Farmland to nonagricultural uses or forest land to nonforest use. No impact would occur. No mitigation measures are required.

3.3 AIR QUALITY

The Air Quality section addresses the impacts of the proposed project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the project site, and air quality modeling can be found in Appendix A.

The primary air pollutants of concern for which ambient air quality standards (AAQS) have been established are ozone (O_3), carbon monoxide (CO), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), and lead (Pb). Areas are classified under the federal and California Clean Air Act as either in attainment or nonattainment for each criteria pollutant based on whether the AAQS have been achieved. The South Coast Air Basin (SoCAB), which is managed by the South Coast Air Quality Management District (SCAQMD), is designated nonattainment for O_3, and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS, and nonattainment for lead (Los Angeles County only) under the National AAQS (CARB 2014a).

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

3. Environmental Analysis

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

Less Than Significant Impact. A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the air quality management plan (AQMP). It fulfills the CEQA goal of informing decision makers of the environmental efforts of the project under consideration at an early enough stage to ensure that air quality concerns are fully addressed. It also provides the local agency with ongoing information as to whether they are contributing to clean air goals in the AQMP. The most recent adopted comprehensive plan is the 2012 AQMP, adopted on December 7, 2012 (see Appendix A to this Initial Study for a description of the 2012 AQMP).

Regional growth projections are used by SCAQMD to forecast future emission levels in the SoCAB. For southern California, these regional growth projections are provided by the Southern California Association of Governments (SCAG) and are partially based on land use designations in city/county general plans. Typically, only large, regionally significant projects have the potential to affect the regional growth projections. The proposed project is not considered a regionally significant project that would warrant Intergovernmental Review by SCAG under CEQA Guidelines section 15206.

The proposed project involves improvements to the existing CNG site and would not change the current use of the site which serves as a transportation storage and fueling depot. Thus, it would not have the potential to substantially affect the regional growth projections. Additionally, the regional emissions generated by construction and operation of the proposed project would be less than the SCAQMD emissions thresholds, and SCAQMD would not consider the project a substantial source of air pollutant emissions that would have the potential to affect the attainment designations in the SoCAB. Furthermore, the proposed project would expand southern California's alternate-fuel vehicle infrastructure by expanding a CNG facility, which is consistent with the overall goals to reduce NO_X and GHG emissions to achieve the state and federal standards. Therefore, the project would not affect the regional emissions inventory or conflict with strategies in the AQMP. Impacts are less than significant, and no mitigation measures are required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. The following describes project-related impacts from short-term construction activities and long-term operation of the proposed project.

Short-Term Air Quality Impacts

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust emissions from off-road diesel-powered construction equipment; 2) dust generated by demolition, grading, earthmoving, and other construction activities; 3) exhaust emissions from on-road vehicles and 4) off-gas emissions of volatile organic compounds (VOCs) from application of asphalt, paints, and coatings.

Construction activities would generally involve asphalt demolition, site grading, trenching, asphalt paving, and parking stall striping. Overall, construction activities would start in the first quarter of 2016 and be completed by end of May 2016. Construction emissions were estimated using the California Emissions Estimator Model

(CalEEMod), version 2013.2.2, based on the project's preliminary construction schedule, phasing, and equipment list provided by the District. The construction schedule and equipment mix is based on preliminary engineering and is subject to changes during final design and as dictated by field conditions. Results of the construction emission modeling in Table 1, *Maximum Daily Regional Construction Emissions*, show that air pollutant emissions from construction-related activities would be less than their respective SCAQMD regional significance threshold values. Therefore, air quality impacts from project-related construction activities would be less than significant. No mitigation measures are required.

Table 1 Maximum Daily Regional Construction Emissions

Source	Criteria Air Pollutants (lbs/day)[1,2]					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Asphalt Demolition	2	22	18	<1	1	1
Trenching	<1	3	3	<1	<1	<1
Asphalt Demolition + Trenching Overlap	3	25	20	<1	2	1
Grading	3	30	21	<1	5	3
Trenching + Grading Overlap	3	34	23	<1	5	3
Equipment Installation	1	7	6	<1	1	1
Trenching and Equipment Installation Overlap	1	10	8	<1	1	1
Asphalt Paving	3	15	11	<1	1	1
Architectural Coating (Parking Restriping)	2	2	2	<1	<1	<1
Landscaping	<1	2	2	<1	<1	<1
Above-Ground Gas and Electrical Piping Connection	1	7	6	<1	1	1
Landscaping + Above Ground Gas and Electrical Piping Connection Overlap	1	9	8	<1	1	1
Maximum Daily Emissions	3	34	23	<1	5	3
SCAQMD Regional Threshold	75	100	550	150	150	55
Exceeds Regional Threshold?	No	No	No	No	No	No

Source: CalEEMod, version 2013.2.2

Notes: Totals may not equal 100 percent due to rounding.

[1] Construction phasing and the anticipated construction equipment are based on the preliminary information provided by the Applicant. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

[2] Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers. Modeling also assumes a VOC of 100 g/L for exterior interior paints per SCAQMD Rule 1113.

Long-Term Operation-Related Air Quality Impact

Long-term air pollutant emissions generated by the project would be generated by area sources (e.g., landscape fuel use, aerosols, and architectural coatings), energy sources, and mobile sources from vehicle trips. Mobile-source emissions would be generated from new CNG vehicle trips associated with general public use and use by other public agencies such as the La Habra City School District and the City of La Habra. It is assumed that 560 new average daily vehicle trips from CNG-powered vehicles would result from development of the proposed project (Garland 2015). For purposes of this analysis, the proposed project

would not result in additional water demand and wastewater and solid waste generation compared to the current operation. It is also assumed the project would not result in increased energy demand over existing conditions. Criteria air pollutant emissions for the proposed project were modeled using CalEEMod. Table 2, *Maximum Daily Regional Operational Phase Emissions*, identifies criteria air pollutant emissions from the proposed project.

Table 2 Maximum Daily Regional Operational Phase Emissions

	Criteria Air Pollutants (lbs/day)					
Source	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area[1]	<1	0	<1	0	0	0
Mobile[2]	<1	14	12	0	2	<1
Total Emissions	1	14	12	0	2	<1
SCAQMD Regional Threshold	55	55	550	150	150	55
Exceeds Regional Threshold?	No	No	No	No	No	No

Notes:
[1] CalEEMod Version 2013.2.2. Highest winter or summer emissions are reported. Totals may not total to 100 percent due to rounding.
[2] Based on the year 2017 EMFAC2014, v1.0.7, emission rates for CNG-powered urban buses (UBUS). As some of the 560 daily vehicle trips would consist of CNG-powered light duty passenger vehicles and pick-up trucks with lower emission rates, the emissions shown in the table are considered a conservative estimate.

As shown in the table, project-related air pollutant emissions from area and mobile sources would be nominal and would not exceed the SCAQMD's regional emissions thresholds for operational activities. The proposed improvements to the facility would support the District's plans to replace diesel buses with CNG buses. The District would add two additional CNG buses into its fleet and replace four diesel buses with CNG buses. Replacement of the diesel buses would have a beneficial impact on VOC, NO_X, SO_2, and PM emissions because the new CNG buses would have less emissions. Overall, long-term operation-related impacts to air quality would be less than significant, and no mitigation measures are required.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. The SoCAB is designated nonattainment for O_3 and $PM_{2.5}$ under the California and National AAQS, nonattainment for PM_{10} under the California AAQS, and nonattainment for lead under the National AAQS (CARB 2014a). According to SCAQMD methodology, any project that does not exceed or can be mitigated to less than the daily threshold values would not add significantly to a cumulative impact (SCAQMD 1993). Construction and operational activities would not result in emissions in excess of SCAQMD's significant thresholds. Therefore, the project would not result in a cumulatively considerable net increase in criteria pollutants, and impacts would be less than significant. No mitigation measures are required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed project could expose sensitive receptors to elevated pollutant concentrations if it would cause or contribute significantly to elevated pollutant concentration levels. Unlike

regional emissions, localized emissions are typically evaluated in terms of air concentration rather than mass so they can be more readily correlated to potential health effects.

Construction LSTs

Localized significance thresholds (LSTs) are based on the California AAQS, which are the most stringent AAQS that have been established to provide a margin of safety in the protection of public health and welfare. They are designated to protect sensitive receptors most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and people engaged in strenuous work or exercise. Construction LSTs are based on the size of the CNG site, distance to the nearest sensitive receptor, and Source Receptor Area. Receptors proximate to the CNG site are the adjacent surrounding residences and residences to the south across Artesia Boulevard.

Air pollutant emissions generated by construction activities are anticipated to cause temporary increases in air pollutant concentrations. Table 3, *Localized Construction Emissions*, shows the maximum daily construction emissions (pounds per day) generated during onsite construction activities compared with the SCAQMD's LSTs. As shown in the table, construction activities would not exceed the LSTs. Therefore, localized impacts would be less than significant, and no mitigation measures are required.

Table 3 Localized Construction Emissions

Source	Pollutants(lbs/day)[1,2]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Asphalt Demolition	22	17	1	1
Trenching and Equipment Installation Overlap	10	7	1	1
Asphalt Paving	15	10	1	1
Architectural Coating (Parking Restriping)	2	2	<1	<1
Landscaping	1	1	<1	<1
Landscaping + Above Ground Gas and Electrical Piping Connection Overlap	8	6	1	1
SCAQMD ≤1.00-acre LST	103	522	53	20
Exceeds LST?	No	No	No	No
Asphalt Demolition + Trenching Overlap	25	19	2	1
SCAQMD 1.50-acre LST	125	642	57	22
Exceeds LST?	No	No	No	No
Trenching + Grading Overlap	33	22	5	3
SCAQMD ≤2.38-acre LST	156	831	63	25
Exceeds LST?	No	No	No	No

Source: CalEEMod Version 2013.2.2., and SCAQMD, Localized Significance Methodology, 2006, October, Appendix A. Bold: Exceeds threshold.

Notes: In accordance with SCAQMD methodology, only onsite stationary sources and mobile equipment occurring on the CNG site are included in the analysis. NO_X and CO LSTs are based on receptors within 82 feet (25 meters) of the CNG site in Source Receptor Area (SRA) 3 and PM_{10} and $PM_{2.5}$ LSTs are based on receptors within 660 feet (201 meters) of the CNG site in SRA 3.

[1] Construction phasing is based on the preliminary information provided by the District. Where specific information regarding project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by SCAQMD of construction equipment and phasing for comparable projects.

[2] Includes implementation of fugitive dust control measures required by SCAQMD under Rule 403, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 miles per hour on unpaved surfaces, replacing ground cover quickly, and street sweeping with Rule 1186–compliant sweepers.

3. Environmental Analysis

Operation LSTs

Operation of the proposed project would not generate substantial quantities of emission from onsite, stationary sources. Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from SCAQMD include industrial land uses, such as chemical processing and warehousing operations where substantial truck idling could occur onsite. The proposed project does not fall within these categories of uses. The proposed project would involve installation of additional fuel dispensers and would result in nominal criteria air pollutant emissions (see Table 2, *Maximum Daily Regional Operational Phase Emissions*). During fueling operations, vehicles would be turned off; therefore, there would not be substantial idling onsite. Therefore, localized air quality impacts related to stationary-source emissions would be less than significant, and no mitigation measures are necessary.

Carbon Monoxide Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

The SoCAB has been designated attainment under both the national and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact (BAAQMD 2011). The proposed project would result in approximately up to 560 average daily trips and would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the project site. Localized air quality impacts related to mobile-source emissions would be less than significant and no mitigation measures are necessary.

Health Risk Assessment

Construction

SCAQMD currently does not require health risk assessments to be conducted for short-term emissions from construction equipment. Emissions from construction equipment primarily consist of diesel particulate matter (DPM). The Office of Environmental Health Hazards Assessment (OEHHA) has recently adopted new guidance for the preparation of health risk assessments issued in March 2015. OEHHA has developed a cancer risk factor and noncancer chronic reference exposure level for DPM, but these factors are based on continuous exposure over a 30-year time frame. No short-term acute exposure levels have been developed for DPM. The proposed project would be developed in approximately 16 weeks, which would limit the exposure to onsite and offsite receptors. SCAQMD currently does not require the evaluation of long-term excess cancer risk or chronic health impacts for a short-term project. In addition, construction activities would not exceed LST significance thresholds. For the reasons stated above, it is anticipated that construction emissions

would not pose a threat to offsite receptors in proximity to the project site. Therefore, project-related construction health impacts would be less than significant, and no mitigation measures are necessary.

Operation

A health risk assessment (HRA) was prepared to determine if toxic air emissions associated with operational activities at the facility could pose a risk to nearby sensitive receptors, such as residents, schools, hospitals, etc. (see Appendix B). The nearest sensitive receptors to the site are the residences approximately 660 feet south and 800 feet northwest of the CNG site. If operational emissions from the proposed fueling dispensing expansion do not pose a risk to the nearest residents, then there also would be no risk to sensitive receptors that are located at greater distances. The HRA evaluated both carcinogenic and non-carcinogenic health risks, as discussed below. These calculated risk levels were calculated based on the latest methodology released by OEHHA and SCAQMD recommendations.

Carcinogenic Health Risks

Health risks associated with exposure to carcinogenic compounds at the project site can be defined in terms of the probability of developing cancer as a result of exposure to a chemical at a given concentration. California has established that a project would result in a significant impact with regard to increasing exposure to carcinogens regulated under Proposition 65 if the project increases cancer risk by one in 100,000 (1.0×10^{-5}) or more. SCAQMD has established a maximum incremental cancer risk of 10 in a million (10×10^{-6}) for CEQA projects.

Based on the air dispersion modeling results, the maximum exposed receptor was determined to be the residence at the northwest corner of the intersection of Lakeview Avenue and Parkwood Avenue. Results of the health risk assessment (see Appendix B) indicate that the incremental cancer risk for the maximum exposed receptor, based on the maximum ground-floor concentration for a 30-year, 24-hour outdoor exposure duration is 0.035 in a million (3.5×10^{-8}). In comparison to the significance threshold of 10 in a million (10×10^{-6}), carcinogenic risks are below the threshold value for residents that could be impacted by implementation of the project. Therefore, cancer risk impacts to offsite sensitive receptors would be less than significant, and no mitigation measures are necessary.

Noncarcinogenic Health Risks

To quantify noncarcinogenic impacts, the hazard index approach was used. The hazard index assumes that chronic subthreshold exposures adversely affect a specific organ or organ system (toxicological endpoint). To calculate the hazard index, each chemical concentration or dose is divided by the appropriate toxicity value. For compounds affecting the same toxicological endpoint, this ratio is summed. Where the total equals or exceeds a value of 1.0, a health hazard is presumed to exist. The health risk assessment performed for the proposed project indicates that the chronic and acute hazard indices identified for each toxicological endpoint totaled less than 1.0 for the maximum exposed receptor (see Appendix B). Therefore, noncarcinogenic impacts to off-site sensitive receptors would be less than significant, and no mitigation measures are necessary.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. The proposed project would not result in objectionable odors. The threshold for odor is if a project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The project site current operates as a CNG fueling station and District M&O, and the proposed project would continue these operations. Additionally, the project site is primarily surrounded by other industrial-type land uses. Emissions from construction equipment, such as diesel exhaust and volatile organic compounds from architectural coatings, may generate odors. However, these odors would be low in concentration, temporary, and are not expected to affect a substantial number of people. Therefore, impacts would be less than significant and no mitigation measures are required.

3.4 BIOLOGICAL RESOURCES

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

No Impact. The project site was previously graded and developed for industrial use. Furthermore, the site is almost entirely paved or covered with buildings and parking lots. There are no natural communities (and no associated species) on or in the immediate vicinity of the project site. The area surrounding the project site is a highly urbanized, built-out part of the City of La Habra that is devoted to industrial and commercial land use. Therefore, there would be no impact on candidate, sensitive, or special status species, either directly or via modification of an existing habitat. No mitigation measures are required.

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

No Impact. Sensitive natural communities are comparatively rare in the area surrounding the project site. Communities that provide habitat for sensitive animal or plant species or areas that constitute important wildlife corridors are similarly rare. No such communities are present on or in the vicinity of the project site.

Riparian habitats are those occurring along the banks of rivers and streams. The National Wetlands Mapper does not show any federally protected streams, wetlands, or riparian habitat on or adjacent to the project site (USFWS 2015a). The closest water body designated as "riverine" by the US Fish and Wildlife Service is Imperial Channel, located south of Imperial Highway. That facility is a concrete-lined channel, and it does not possess riparian habitat. There would be no adverse impacts on riparian habitat or other sensitive natural community. No mitigation measures are required.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Wetlands, as defined by Section 404 of the federal Clean Water Act, are lands that are flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. Because wetlands are not present on or in the vicinity of the project site, no impact would occur. No mitigation measures are required.

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

No Impact. Wildlife corridors are typically composed of undeveloped open space that connects larger wildlife habitats. The project site and its immediate vicinity form an industrialized area that does not support native or migratory fish or wildlife or overland wildlife movement. The site does not contain trees or shrubs and therefore would not support nesting by migratory birds. No impact would occur. No mitigation measures are required.

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

No Impact. The project site and surrounding area do not contain biological resources that are protected by local policies or ordinances. No impact would occur. No mitigation measures are required.

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

No Impact. The City of La Habra is a participant in the Central and Coastal Orange County Natural Community Conservation Plan and Habitat Conservation Plan and its associated implementation agreement, which covers 13 cities in Orange County. The Central and Coastal Subregion is a 325-square-mile area that spans the middle portion of Orange County. The nearest portion of the Central Subarea—near the junction of the SR-55 and SR-91 freeways—is approximately seven miles from the southeast corner of La Habra's boundary. Neither the project site nor any part of the city is in any "subregional focus area" that is protected by the plan. No impact would occur. No mitigation measures are required.

3.5 CULTURAL RESOURCES

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

No Impact. Section 15064.5 defines historic resources as resources listed or determined to be eligible for listing by the State Historical Resources Commission, a local register of historical resources, or the lead agency. Generally a resource is considered "historically significant" if it meets one of the following criteria:

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

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

iii) 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;

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

The project site is developed with the District M&O, CNG and diesel fueling stations, vehicle storage garage, and surface parking lot for the District. The City of La Habra does not contain any properties listed under the National Register of Historic Places, and the project site is not identified as an eligible property for inclusion in the listing under the California Historical Landmarks, the California Register of Historical Resources, or the California Historic Resources Inventory listings (PlaceWorks 2014). The project site does not contain any historical resources, and the proposed project would not demolish any buildings. No historical resources would be adversely impacted by the proposed project. No mitigation measures are required.

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

Less Than Significant With Mitigation Incorporated. The proposed project would require trenching and limited grading. The only recorded archaeological resource identified in La Habra is in the West Coyote Hills area near the West Ridge Golf Club, over one mile away (PlaceWorks 2014). Considering that the project site has been previously developed and that the depth and width of ground disturbance would be limited for trenching for utility lines, disturbing only the fill materials, the likelihood of discovering archaeological resource would be minimal. However, in the event that the grading occurs beyond fill materials, standard mitigation measures would be performed to ensure that no significant impacts to archaeological resources occur.

Mitigation Measure

CUL-1 In the event that the grading proposes to disturb soils underneath fill material, Fullerton Joint Union High School District shall retain a qualified archaeologist to perform monitoring during ground-disturbing activities. If an archaeological resource is uncovered, the discovery

shall be evaluated for significance by an Orange County Certified Professional Archaeologist. If significance criteria are met, then the qualified archaeologist shall perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University Fullerton; and provide a comprehensive final report, including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).

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

Less Than Significant Impact. Paleontological sites are areas that show evidence of prehuman life. Often they are small outcroppings visible on the surface or sites encountered during grading. The proposed project would perform limited grading for the utility placement and would not require extensive grading that would expose underlain natural soils and could uncover significant fossils. Furthermore, the records search performed for the city's general plan did not identify any significant paleontological resources in the city limits. Only shallow utility trenching in the upper few feet of the surface soils are projected for the proposed project, which is unlikely to uncover significant fossils. The proposed project would not involve deeper excavations below fill materials that could uncover fossils in older soil deposits. Therefore, impacts would not be significant, and no mitigation measures are required.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. The project site is already developed, and no excavation below fill materials would be necessary to implement the proposed project. In the unlikely event that human remains are discovered, the District would be required to comply with California Health and Safety Code, Section 7050.5, which provides provisions for discovery of human remains. Section 7050.5 stipulates that if human remains are discovered, disturbance of the site shall halt until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains are those of a Native American, he or she shall contact the Native American Heritage Commission by telephone within 24 hours. The proposed project would comply with existing law, and potential impacts to human remains would be less than significant. No mitigation measures are required.

e) Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074? (Interim checklist question for AB 52 compliance.)

Less Than Significant Impact. Assembly Bill 52 (AB 52), the Native American Historic Resource Protection Act, is applicable to CEQA projects where either the Notice of Preparation or Notice of Intent is filed after July 1, 2015. AB 52 requires meaningful consultation with California Native American Tribes on potential impacts to Tribal Cultural Resources, as defined in Public Resources Code (PRC) Section 21074. A

tribe must submit a written request to the relevant lead agency if it wishes to be notified of projects within its traditionally and culturally affiliated area. The lead agency must provide written, formal notification to the tribes that have requested it within 14 days of determining that a project application is complete, or deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must being the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either 1) the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per Public Resources Code §21082.3(c).

The District has received requests from one California Native American Tribe to be notified of projects for which the District is the lead agency under CEQA. The Juaneño Band of Mission Indians was notified of the proposed project on August 26, 2015, and the 30-day notification period lapsed on September 24, 2015, with no response from the tribe. The District has complied with the provisions of AB 52, and no significant impacts to tribal cultural resources have been identified.

PRC Section 21074 defines "tribal cultural resources" as 1) listed or determined to be eligible for listing on the national, state, or local register of historic resources; or 2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource. In the second instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources pursuant to PRC Section 5024.1. The project site has been fully developed and does not contain tribal cultural resources as defined by PRC Section 21074. Implementation of the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource. Impacts would not be significant, and no mitigation measures are required.

3.6 GEOLOGY AND SOILS

a) Expose people or structures to 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.

Less Than Significant Impact. The Alquist-Priolo Map shows an unnamed fault in the City of La Habra, near the City's southern boundary, south of Imperial Highway and east of Idaho Street (PlaceWorks 2014). The project site is located north of Imperial Highway and over one mile from Idaho Street, therefore, is not underlain by this earthquake fault. In addition, the proposed project would not involve construction of any structures with occupants. The CNG stations would be constructed in compliance with the California Building Code (CBC). The proposed project would not result in significant impact due to fault rupture. No mitigation measures are required.

ii) Strong seismic ground shaking?

Less Than Significant Impact. The City of La Habra, including the project site, is in a high seismic risk area near the San Andreas, Sierra Madre, Newport-Inglewood-Rose Canyon, Whittier-Elsinore, and Puente Hills Thrust faults and an unnamed fault on the Alquist-Priolo Map in La Habra. These faults would generate strong seismic ground shaking if a major episode occurred. However, the proposed project would be constructed in compliance with the CBC, and no habitable structures would be constructed. The CNG site is already being used for CNG fueling and the proposed project would not substantially change the existing use to result in significant ground shaking impact. Impacts would not be significant, and no mitigation measures are required.

iii) Seismic-related ground failure, including liquefaction?

No Impact. The project site is not identified as having a high liquefaction potential (DOC 1998). The proposed project involves CNG fueling station, and no enclosed buildings would be constructed. No impact would occur, and no mitigation measures are required.

iv) Landslides?

No Impact. The project site is developed and is generally flat without any noticeable slopes in the vicinity. In addition, the project site is not identified as having potential for earthquake-induced landslides (DOC 1998). No landslide impact would occur, and no mitigation measures are required.

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

Less Than Significant Impact. Erosion is a normal and inevitable geologic process whereby earthen materials are loosened, worn away, decomposed, or dissolved, and removed from one place and transported to another. Precipitation, water, waves, and wind are all agents of erosion. Ordinarily, erosion proceeds so slowly as to be imperceptible, but when the natural equilibrium of the environment changes, the rate of erosion can be greatly accelerated. This can create aesthetic and engineering problems. Accelerated erosion in an urban area can cause damage by undermining structures; blocking storm sewers; and depositing silt, sand, or mud in roads and tunnels. Eroded materials may eventually be deposited in local waters, where the carried silt can remain suspended in the water for some time, constituting a pollutant and altering the normal balance of plant and animal life.

Although some erosion would result from grading and construction operations, it is not expected that the project would result in significant soil erosion or loss of topsoil. The project site is relatively level and contains no unusual geographic features. The proposed project would not expose any soil for prolonged periods of time. Soils may be exposed during project construction, but that exposure would be temporary and would not result in substantial soil erosion. Impacts related to soil erosion during construction activities would be less than significant.

Stormwater from the project site would be collected in existing drainage system. Limited ground disturbances would be required and the proposed project would not increase the impervious surface area within the project site, therefore, would not change rate or volume of soil erosion during operation compared to the existing

conditions. Impacts related to soil erosion during operation of the proposed facility would not be significant. No mitigation measures are required.

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

No Impact. The proposed project would not involve development of an enclosed structure that is susceptible to an unstable geologic unit or soil. No impact is anticipated, and no mitigation measures are required.

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

No Impact. The proposed project would not involve development of an enclosed structure. No significant impact from expansive soils is anticipated. No mitigation measures are required.

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

No Impact. The proposed project would not involve any septic tanks or alternative waste water disposal system development. No impact would occur and no mitigation measures are required.

3.7 GREENHOUSE GAS EMISSIONS

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as greenhouse gases (GHGs), into the atmosphere. The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries. Other GHG identified by the IPCC that contribute to global warming to a lesser extent include nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydro fluorocarbons, per fluorocarbons, and chlorofluorocarbons.[2, 3]

This section analyzes the project's contribution to global climate change impacts in California through an analysis of project-related GHG emissions. Information on manufacture of cement, steel, and other "life cycle" emissions that would occur as a result of the project are not applicable and are not included in the

[2] Water vapor (H2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

[3] Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of PM emitted from burning fuels. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB 2014b). However, state and national GHG inventories do not yet include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

analysis.[4] A background discussion on the GHG regulatory setting and GHG modeling can be found in Appendix A to this Initial Study.

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

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

Less Than Significant Impact. Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact.

Project-related annual GHG emissions were calculated for construction and operation of the project and are shown in Table 4, *Project-Related GHG Emissions*. For purposes of this analysis, the proposed project would not result in additional water demand and wastewater and solid waste generation compared to the current operation. As shown in the table, the proposed project would primarily generate GHG emissions from vehicle trips generated by the project. Annual average construction emissions were amortized over 30 years and included in the emissions inventory to account for GHG emissions from the construction phase of the project. Overall, the proposed project at buildout would generate approximately 573 metric tons of carbon dioxide–equivalent ($MTCO_2e$) emissions annually and would not exceed the SCAQMD's bright-line threshold of 3,000 $MTCO_2e$.[5] The proposed improvements to the facility would support the District's plans to replace its current diesel buses with CNG buses. The District would add two new CNG buses into its fleet and replace four diesel buses with CNG buses. Furthermore, the proposed project would expand southern California's alternative-fuel-vehicle infrastructure by expanding a CNG facility, which is consistent with the overall goals to reduce NOx and GHG emissions to achieve the state and federal standards. Replacement of the diesel buses would have a beneficial impact that is not evaluated in the table below. Therefore, the proposed project's cumulative contribution to GHG emissions is less than significant, and no mitigation measures are required.

[4] Life cycle emissions include indirect emissions associated with materials manufacture. However, these indirect emissions involve numerous parties, each of which is responsible for GHG emissions of their particular activity. The California Resources Agency, in adopting the CEQA Guidelines Amendments on GHG emissions found that lifecycle analyses was not warranted for project-specific CEQA analysis in most situations, for a variety of reasons, including lack of control over some sources, and the possibility of double-counting emissions (see Final Statement of Reasons for Regulatory Action, December 2009). Because the amount of materials consumed during the operation or construction of the proposed project is not known, the origin of the raw materials purchased is not known, and manufacturing information for those raw materials are also not known, calculation of life cycle emissions would be speculative. A life-cycle analysis is not warranted (OPR 2008).

[5] This threshold is based on a combined threshold of 3,000 MTCO2e for all land use types, proposed by SCAQMD's Working Group based on a survey of the GHG emissions inventory of CEQA projects. Approximately 90 percent of CEQA projects' GHG emissions inventories exceed 3,000 MTCO2e, which is based on a potential threshold approach cited in CAPCOA's white paper, "CEQA and Climate Change."

Table 4 Project-Related GHG Emissions

Source	$MTCO_2e$/year	Percent of Project Total
Energy[1]	5	1%
Mobile[2]	567	99%
Amortized Construction Emissions[3]	1	<1%
Total Emissions	573	100%
SCAQMD's Bright-Line Threshold	3,000	NA
Exceeds Bright-Line Threshold	No	NA

$MTCO_2e$: metric tons of carbon dioxide-equivalent
Note: Percent changes from each source may not total to 100 percent due to rounding.
1 CalEEMod Version 2013.2.2.
2 Based on the year 2017 EMFAC2014, v1.0.7, emission rates for CNG-powered urban buses (UBUS). As some of the 560 daily vehicle trips would consist of CNG-powered light duty passenger vehicles and pick-up trucks with lower emission rates, the emissions shown in the table are considered a conservative estimate.
3 Construction emissions are amortized over a 30-year project lifetime per recommended SCAQMD methodology.

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

Less Than Significant Impact. The California Air Resources Board's (CARB's) Scoping Plan is California's GHG reduction strategy to achieve the state's GHG emissions reduction target established by Assembly Bill (AB) 32, which is to return to 1990 emission levels by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 business-as-usual (BAU) GHG emissions and identified that the state as a whole would need to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the target of AB 32 (CARB 2008). The GHG emissions forecast was updated as part of the First Update to the Scoping Plan. In the First Update to the Scoping Plan, CARB projected that statewide BAU emissions in 2020 would be approximately 509 million $MTCO_2e$.[6] Therefore, to achieve the AB 32 target of 431 million $MTCO_2e$ (i.e., 1990 emissions levels) by 2020, the State would need to reduce emissions by 78 million $MTCO_2e$ compared to BAU conditions, a reduction of 15.3 percent from BAU in 2020 (CARB 2014b).[7, 8]

Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard, California Appliance Energy Efficiency regulations, California Renewable Energy Portfolio standard, changes in the Corporate Average Fuel Economy standards, and other early action measures as necessary to ensure the state is on target to achieve the GHG emissions reduction goals of AB 32. The project's GHG emissions would be reduced from compliance with statewide measures that have been adopted since AB 32 was adopted. Additionally, the project would increase capacity to serve and support use of CNG-powered vehicles. Replacement of diesel-powered vehicles with CNG-powered vehicles would contribute to reducing GHG emissions.

6 The BAU forecast includes GHG reductions from Pavley and the 33% Renewable Portfolio Standard (RPS).
7 If the GHG emissions reductions from Pavley I and the Renewable Electricity Standard are accounted for as part of the BAU scenario (30 million $MTCO_2e$ total), then the State would need to reduce emissions by 108 million $MTCO_2e$, which is a 20 percent reduction from BAU.
8 In May 2014, CARB completed a five year update to the 2008 Scoping Plan. CARB recalculated the 1990 GHG emission levels with the updated global warming potential (GWP) in the Intergovernmental Panel on Climate Change's Fourth Assessment Report, and the 427 $MMTCO_2e$ 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, is slightly higher, at 431 $MMTCO_2e$ (CARB 2014c)

In addition to AB 32, the California legislature passed Senate Bill (SB) 375 to connect regional transportation planning to land use decisions made at a local level. SB 375 requires the metropolitan planning organizations to prepare a Sustainable Communities Strategy (SCS) in their regional transportation plans to achieve the per capita GHG reduction targets. For the Southern California Association of Governments region, the SCS was adopted in April 2012 (SCAG 2012). The SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS, but provides incentives for consistency for governments and developers. The proposed project is consistent with the underlying General Plan land use designation and would not interfere with SCAG's ability to implement the regional strategies outlined in the 2012 Regional Transportation Plan/Sustainable Communities Strategy. No impact would occur, and no mitigation measures are required.

3.8 HAZARDS AND HAZARDOUS MATERIALS

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

Less Than Significant Impact. Construction of the proposed project would likely involve the use of some hazardous materials, such as vehicle fuels, lubricants, greases, and transmission fluids in the operation and maintenance of construction equipment. The use, storage, transport, and disposal of hazardous materials by construction workers would be required to comply with existing regulations of several agencies, including the Department of Toxic Substances Control, US Environmental Protection Agency, Occupational Safety & Health Administration, California Department of Transportation (Caltrans), and the Los Angeles County Fire Department. Compliance with the existing regulations would reduce the risk of any damage or injury from these potential hazards to a less than significant level. Furthermore, construction activities would be temporary and would not result in the routine transport, use, or disposal of hazardous materials.

Operation of the proposed project would involve routine transport, storage, and dispensing of CNG, diesel, and petroleum fuels. However, the project site already operates as the District's M&O and transportation centers, dispensing CNG, diesel, and petroleum following the rule and regulations of applicable local, state, and federal requirements governing the hazardous materials. The District would continue to comply with the existing rules, and the proposed expansion and upgrades to the existing facility would not result in a significant hazard to the public or the environment. No mitigation measures are required.

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

Less Than Significant Impact. The proposed expansion of the District's transportation center to accommodate retail sales and extended hours would result in increased quantities of hazardous materials for use, storage, and handling, increasing the probability of reasonably foreseeable upset and accident conditions. In recognition of the dangers associated with keeping hazardous substances, the state legislature has enacted several laws regulating the use and transport of identified hazardous materials. Under the Hazardous Materials Business Plan program, the California Office of Emergency Services aims to prevent or minimize

the damage to public health and safety and the environment, from a release or threatened release of hazardous materials. It also satisfies community right-to-know laws. This is accomplished by requiring businesses that handle hazardous materials in quantities equal to or greater than 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of compressed gas, or extremely hazardous substances above the threshold planning quantity (40 CFR, Part 355, Appendix A) to 1) inventory their hazardous materials; 2) develop a site map; 3) develop an emergency plan; and 4) implement a training program for employees.

Chapter 6.95 of the California Health and Safety Code and Title 19 of the California Code of Regulation describe the requirements for chemical disclosure, business emergency plans, and community right-to-know programs. In particular, Chapter 6.95 requires all businesses using hazardous materials to inform local government agencies of the types and quantities of materials stored on site. This disclosure enables emergency response agencies to respond quickly and appropriately to accidents involving dangerous substances.

Section 31303 of the California Vehicle Code and US Department of Transportation regulations state that hazardous materials being directly transported from one location to another ("through-transport") must use routes with the least overall travel time (e.g., major roadways/highways instead of local streets). However, local roadways can be used for deliveries and pickups of hazardous materials and wastes to or from a specific location. The California Highway Patrol and Caltrans are the enforcement agencies for hazardous materials transportation regulations in the planning area. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations. The California Office of Emergency Services also provides emergency response services for hazardous materials incidents.

The District is required comply with these applicable regulations, and the proposed project would not result in a significant hazard to the public or the environment. No mitigation measures are required.

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

Less Than Significant Impact. The nearest school, Las Romas School, is approximately 0.38 mile to the west. The proposed project would not emit hazardous emissions or handle hazardous materials within 0.25 mile of an existing or proposed school. Impacts would not be significant, and no mitigation measures are required.

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

Less Than Significant Impact. California Government Code Section 65962.5 specifies that the California Department of Toxic Substances Control (DTSC), California Department of Health Services, State Water Quality Control Board (SWRCB), and local enforcement agencies compile lists for various types of hazardous materials sites, including hazardous waste facilities subject to corrective action, designated border zone properties, hazardous waste discharges to public land, public drinking water wells containing detectable levels of organic contaminants, underground storage tanks with reported unauthorized releases, and solid waste

disposal facilities from which hazardous waste has migrated. The site lists that were assembled pursuant to the original regulations have largely been subsumed by lists currently maintained by the SWRCB (GeoTracker) and DTSC (Envirostor).

A review of these two databases determined that the project site is not listed on either GeoTracker or EnviroStor. Therefore, impacts are less than significant, and no mitigation measures are necessary.

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

No Impact. The nearest airport is Fullerton Municipal Airport, approximately 3.7 miles to the southwest and the project site is not within the airport land use plan. Implementation of the proposed project would not result in a safety hazard for people residing or working in the project area. No impact would occur and no mitigation measures are required.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. There is no private airstrip near the project site. The nearest heliport, the Anaheim Canyon Tower Heliport, is approximately 6.5 miles to the southeast. Implementation of the proposed project would not result in a safety hazard for people residing or working in the project area. No impact would occur and no mitigation measures are required.

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

Less Than Significant Impact. The proposed project would not conflict with any adopted emergency response or evacuation plans. The project site's surrounding roadways would continue to provide emergency access through the project area and to surrounding properties during the project's construction.

Moreover, development of the proposed project would be required to comply with the city's fire codes, regulations, and conditions to ensure that the proposed project would not physically interfere with or impair implementation of an adopted emergency response plan or emergency evacuation plan. Onsite emergency response would continue to be facilitated by the site's driveways, and adequate fire lanes from and to the project site would be provided. Impacts would not be significant, and no mitigation measures are required.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. A wildland fire generally occurs in forests or other typically uninhabited areas and is fueled primarily by natural vegetation. The project site is developed as District M&O and DTC, surrounded by various industrial uses. No wildland or open space exists in the project vicinity. The project site is not located in a high fire hazard severity zone by the city's fire hazard severity zones map. Implementation of the

proposed project would not expose people or structures to a significant hazard due to wildland fires. No impact would occur, and no mitigation measures are required.

3.9 HYDROLOGY AND WATER QUALITY

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. The project site is within the jurisdiction of the Santa Ana Regional Water Quality Control Board. Drainage and surface water discharges from the proposed project would not violate any water quality standards or waste discharge requirement. However, site preparation and other soil-disturbing activities during the construction of the project could temporarily increase soil erosion and the amount of silt entering the local stormwater drainage system.

Both the District M&O and CNG sites are nearly 100 percent impervious. The proposed project would disturb less than one acre of the CNG project site (18,240 sq.ft.). The CNG site is already being used for fueling and storing Districts fleets, and the use would not change. In addition, the proposed project would provide a biofiltration/bioretention planter box with an underdrain (1,285 sq.ft.) and additional pervious surface area consisting of conventional planter boxes (1,519 sq.ft.) and gravel ground cover (3,070 sq.ft.) for a total pervious surface area of 5,874 sq.ft.

Implementation and compliance with the water quality management plan (WQMP) prepared for the proposed project would ensure that operation of the proposed project would not violate any water quality standards or waste discharge requirements (see Appendix C). Impacts would not be significant, and no mitigation measures are required.

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

Less Than Significant Impact. The proposed project would not substantially increase water demands at the project site as the operations of the District Transportation Center and M&O would not change. The CNG site is 98 percent impervious, and the groundwater is expected at 25 feet below ground surface. The proposed project would require minor trenches and excavations for utility installation at the CNG site and would not reach the perched groundwater. The project site is not a groundwater recharge area, and implementation of the proposed project would not deplete additional groundwater supplies. No impact would occur, and no mitigation measures are required.

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

Less Than Significant Impact. The CNG site currently drains to a culvert along the southern boundary, which discharges to the west to an existing 24-inch pipe. The CNG site is underlain by alluvial soils consisting

of interbedded sandy silty clay, sand with silt, clay, and silty sand. The proposed project is required to implement applicable construction and postconstruction BMPs provided in the SWPPP and WQMP. No major ground-disturbing activity would occur at the District M&O. Compliance with the required NPDES construction permit and WQMP provisions would ensure that erosion or siltation impacts during construction and postconstruction are reduced to a less than significant level. No mitigation measures are required.

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

Less Than Significant Impact. Runoff from the CNG site currently drains to the southwest, where it exits the CNG site and enters the existing storm drain system. The southwest corner of the CNG site would connect to the storm drain system on Leslie Street. The runoff would flow west via a 24-inch steel pipe to a 36-inch concrete pipe. The concrete pipe takes the stormwater south to an 18-foot-wide and 8-foot-high reinforced concrete drainage channel, which flows west to Coyote Creek, a tributary to the San Gabriel River, then to the Pacific Ocean.

The volumes and times of concentration of stormwater runoff for the post-development condition are less than those of the pre-development condition for a 2-year frequency storm event. Post-development runoff volume for a 2-year, 24-hour storm event is 2,191 cubic feet. Pre-development runoff for a 2-year, 24-hour storm event is 2,945 cubic feet. Post-development time of concentration for a 2-year, 24-hour storm event is 11 minutes, compared to pre-development time of concentration of 10 minutes for the same storm event.

The site will have more pervious surface post-development (reducing flow from the site) and biofiltration/biotreatment planter boxes will filter, treat and slow the flow of water from the site. Potential hydromodification impacts will be reduced post-development. No mitigation measures are required.

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

Less Than Significant Impact. As discussed in above 3.9(d), the proposed project would result in decreases in volume and the rate of stormwater flow and would contribute less polluted runoff to the existing drainage system. Therefore, impacts would less than significant, and no mitigation measures are required.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. As discussed above, the proposed project would implement required BMPs and would not substantially degrade water quality. No mitigation measures are required.

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

No Impact. The project site is in Federal Emergency Management Agency Flood Zone X, which is defined as having a 0.2 percent annual chance of flooding or as the 500-year floodplain (Flood Insurance Rate Map

ID# 06059C0037J) (FEMA 2009). Because the proposed project would not place housing within a 100-year flood hazard area, impacts would not be significant and no mitigation measures are required.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The project site is outside of the 100-year flood zone and would not place structures in the 100-year flood hazard area. No impact would occur and no mitigation measures are required.

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

No Impact. The City of La Habra, including the project site, is not part of a dam inundation area,[9] and the nearest reservoirs, the Brea Reservoir and Fullerton Reservoir, would not result in significant flooding impact within the City (La Habra 2014). No impact would occur, and no mitigation measures are required.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. Development of the proposed project would not result in any hazards arising from a seiche, tsunami, or mudflow.

- **Tsunami:** A tsunami is a large wave generated by an earthquake, landslide, or volcanic eruption. The project site is approximately 16 miles from the Pacific Ocean and is well outside of the tsunami inundation zone.

- **Seiche:** Seiches are waves that oscillate in enclosed water bodies, such as reservoirs, lakes, ponds, or semi-enclosed bodies of water. Seiches may be triggered by moderate or large submarine earthquakes or sometimes by large onshore earthquakes. There are no large bodies of water in the immediate vicinity of the project site, and no significant impacts from an earthquake-induced seiche would occur.

- **Mudflow:** Mud and debris flows are mass movements of dirt and debris that occur after intense rainfall, earthquakes, and severe wildfires. The speed of a slide depends on the amount of precipitation and steepness of the slope. The project site is already developed and is outside of the impacted zones for earthquake-induced landslides. Therefore, there is no expectation of mudflows or debris slides to occur in the project site.

No impact involving arising from a seiche, tsunami, or mudflow would occur, and no mitigation measures are required.

[9] Orange County General Plan Safety Element Figure IX-9, Prado Dam and Santiago Reservoir Inundation Areas.

3.10 LAND USE AND PLANNING

a) Physically divide an established community?

No Impact. The CNG site is developed as District Transportation Center and would continue to operate as DTC with additional fueling capability. No established community would be physically divided. No impact would occur and no mitigation measures are required.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. The project site is zoned M-1 Light Manufacturing and designated as Light Industrial by the general plan. Light Industrial designation is intended for manufacturing, wholesale, and warehouse uses with off-street parking that can be developed in close proximity to residential uses without serious conflict due to development standards that regulate things such as noise, vibration, setbacks, and landscaping. The project site is surrounded by industrial uses, and the nearest residential uses from the CNG site are over 660 feet to the south on Parkwood Avenue, and from the District M&O are 370 feet to the northwest on Cypress Street. Any construction on the District M&O site would be limited to driveway closure and parking stall restriping, with no changes in use. Therefore, implementation of the proposed project would not cause significant noise and vibration impacts incompatible with residential uses. Under M-1 Light Manufacturing zoning designation, vehicle storage lots and automobile service stations are permitted with a conditional use permit (CUP) (La Habra Municipal Code Table 18.06.040.A, Land Use Matrix). Therefore, the current use of the CNG site as DTC and the proposed CNG station for the public are allowed uses under the city's adopted plan with the approval of the CUP for the new CNG station. The District has submitted a CUP application to the City of La Habra Planning Department, and it is anticipated that the City's planning commission would approve the CUP as the proposed project could make the following findings as required by the City of La Habra Municipal Code Section 18.66.070 Planning Commission Action:

- The granting of the CUP will not be detrimental to the public welfare and will not unreasonably interfere with the use, possession and enjoyment of surrounding and adjacent properties and will not impair the character of the zone in which it is to be located.
- The project site is physically suitable for the type of land use being proposed.
- The proposed use is conditionally permitted within the subject zone and complies with the intent of all applicable provisions of the Zoning code.
- The granting of the CUP is consistent with the comprehensive general plan.

- The proposed project would not conflict with any applicable land use plan. Impacts would not be significant and no mitigation measures are required.

Implementation of the proposed project would not conflict with any applicable land use plan, policy, or regulation and no mitigation measures are required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. The project area is highly urbanized and no open space or natural habitat exists. Project site is developed and operated as the DTC and District M&O, surrounded by industrial and manufacturing uses. The proposed project would not conflict with any habitat conservation plan or natural community conservation plan. No impact would occur, and no mitigation measures are required.

3.11 MINERAL RESOURCES

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

No Impact. The California Geological Survey Mineral Resources Project provides information about California's nonfuel mineral resources. The Mineral Resources Project classifies lands throughout the state that contain regionally significant mineral resources, as mandated by the Surface Mining and Reclamation Act of 1975. The state classifies the mineral resource areas into one of the four mineral resource zones (MRZs). Lands designated as MRZ-2 are of the greatest importance. The MRZ-1 zone depicts areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. MRZ-3 indicates areas of undetermined mineral resource significance. The City of La Habra General Plan indicates that there are no areas within the city that are designated as MRZ-2. No impact would occur and no mitigation measures are required.

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

No Impact. The City of La Habra General Plan indicates that no significant mineral deposits are known to exist within La Habra, and no areas are designated as MRZ-2. The project site is developed with District facilities and is not a locally important mineral resource recovery site. No impact would occur, and no mitigation measures are required.

3.12 NOISE

Noise is often defined as unwanted, unexpected, or unpleasant sound, and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Based on these known adverse effects of noise the federal government, State of California, and City of La Habra have established criteria to protect public health and safety and to prevent disruption of certain human activities. Characterization of noise and vibration, existing regulations, and calculations for construction noise and vibration levels can be found in Appendix D to this Initial Study.

Terminology and Noise Descriptors

- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (L_{eq}).** The mean of the noise level, energy-averaged over the measurement period; regarded as an average level.
- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period with 5 dB added to the sound levels occurring during the period from 7:00 PM to 10:00 PM and 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.

Regulatory Framework

The project site is in the City of La Habra but is near the City of Fullerton to the south and east.[10] The pertinent regulations regarding noise and vibration are discussed below.

City of La Habra Noise Standards

La Habra General Plan

The noise element of the city's general plan is in Section C for Chapter 7, dealing with community safety. The noise element is intended to "maintain compatible land uses with acceptable environmental noise levels to protect La Habra's residents and workforce from excessive noise" (La Habra 2014). The noise element also provides overall goals, policies, and overarching strategies for controlling and/or reducing community-wide noise environments within the City. The noise element also provides land use compatibility and interior and exterior noise standards, which are based on the State of California's Noise Compatibility Guidelines (OPR 2003). These land use standards are designed to ensure that proposed land uses are compatible with the predicted future noise environment. At different exterior noise levels, individual land uses are evaluated per the classifications shown in Table 5, *Land Use Compatibility with Community Noise Environment*.

[10] Fullerton city boundaries are approximately 1,800 feet to the east and 2,000 feet to the south of the center of the project site.

3. Environmental Analysis

Table 5 Land Use Compatibility with Community Noise Environments

Classification Zone	Acceptability	Interpretation
A	Clearly Compatible	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
B	Compatible with Mitigation	New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice. Note that residential uses are prohibited with Airport CNEL greater than 65.
C	Normally Incompatible	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.
D	Clearly Incompatible	New construction or development should generally not be undertaken.

Source: City of La Habra GENERAL PLAN 2035, Table 7-1 on page 7-9. January 21, 2014 (adopted).

Per the city's compatibility guidelines, Commercial (General and Special) and Industrial would include land uses such as automobile service station, warehousing, and utilities. These uses would have an "A" zone classification for exterior sound levels up to 70 dBA CNEL and a "B" zone classification for exterior sound levels above 70 dBA CNEL.

Regarding vibration standards, Noise Element Policy N1.7 states: Require construction projects anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby residential and commercial uses based on current City or Federal Transit Administration (FTA) criteria.

For construction noise, Noise Element Policy N1.8 states: Require development projects subject to discretionary approval to assess potential construction noise impacts on nearby sensitive uses and to minimize impacts on these uses, to the extent feasible.

La Habra Municipal Code

The City of La Habra has adopted a noise ordinance, La Habra Municipal Code Chapter 9.32, that identifies exterior and interior noise standards, specific noise restrictions, exemptions, and variances for sources of noise within the city. The noise ordinance applies to all noise sources with the exception of any vehicle that is operated upon any public highway, street, or right-of-way, or to the operation of any off-highway vehicle, to the extent that it is regulated in the California Vehicle Code, and all other sources of noise that are specifically exempted.

The exterior and interior noise standards established in the city's noise ordinance are identified in Table 6, *City of La Habra Noise Ordinance Exterior and Interior Noise Standards*. The city's noise ordinance exterior standard of 55 dBA/50 dBA L_{eq} (day/night) and interior standard of 55 dBA/45 dBA L_{eq} (day/night) for all residential properties has been established specifically for impulsive or impact noise. In both cases, if the ambient noise level is greater than the identified noise standards, the noise standard becomes the ambient noise level without the offending noise.

Table 6 City of La Habra Noise Ordinance Exterior and Interior Noise Standards

Noise Zone	Noise Zone Land Uses	Noise Level (L_{eq})	Time Period
Exterior Noise Standards			
1	All Residential Properties	55 dBA 50 dBA	7:00 AM to 10:00 PM 10:00 PM to 7:00 AM
Interior Noise Standards			
1	All Residential Properties	55 dBA 45 dBA	7:00 AM to 10:00 PM 10:00 PM to 7:00 AM

Source: City of La Habra, La Habra Municipal Code, Noise Ordinance Sections 9.32.050 and 9.32.060

Exterior Noise Levels Prohibited

B. It shall be unlawful for any person at any location within the incorporated area of the City to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level when measured on any residential, public institutional, professional, commercial or industrial property, either within or without the City, to exceed the applicable noise standards:
1. The noise standard for a cumulative period of more than thirty minutes in any hour; or
2. The noise standard plus 5 dBA for a cumulative period of more than fifteen minutes in any hour; or
3. The noise standard plus 10 dBA for a cumulative period of more than five minutes in any hour; or
4 The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour; or
5. The noise standard plus 20 dBA for any period of time.

C. In the event the ambient noise level exceeds any of the five noise limit categories set forth in Subsection B1 through B5 of this section, the cumulative period applicable to the category shall be increased to reflect the ambient noise level. Furthermore, the maximum permissible noise level shall never exceed the maximum ambient noise level.

D. Each of the noise limits specified in Subsection A shall be reduced by 5 dBA for impact or simple tone noises, or for noises consisting of speech or music. (Ord. 923 § 1(F), 1975: Ord. 880 § 5, 1973).

Interior Noise Levels Prohibited

B. It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level, when measured within any other dwelling unit on any residential property to exceed:
1. The noise standard for a cumulative period of more than five minutes in any hour; or
2. The noise standard plus 5 dBA for a cumulative period of more than one minute in any hour; or
3. The noise standard plus 10 dBA for any period of time.

C. In the event the ambient noise level exceeds any of the three noise limit categories set forth in Subsection A1 through A3 of this section, the cumulative period applicable to the category shall be increased to reflect the ambient noise level. Furthermore, the maximum permissible noise level shall never exceed the maximum ambient noise level.

D. Each of the noise limits specified in Subsection A shall be reduced by 5 dBA for impact or simple tone noises, or for noises consisting of speech or music. (Ord. 923 § 1(G), 1975: Ord. 880 § 6, 1973).

In order to protect noise sensitive land uses such as schools, hospitals, and churches—in addition to the exterior and interior limits indicated in Table 6—Section 9.32.080 states:

> It is unlawful for any person to create any noise which causes the noise level at any school, hospital or church while the same is in use, to exceed the noise limits as specified in Section 9.32.050 prescribed for the assigned noise zone in which the school, hospital or church is located, or which noise level unreasonably interferes with the use of such institutions or which unreasonably disturbs or annoys patients in the hospital, provided conspicuous signs are displayed in three separate locations within one-tenth of a mile of the institution indicating the presence of a school, church or hospital. (Ord. 923 Section 1 (part), 1975; Ord. 880 Section 9, 1973)

Construction Hours: Noise sources associated with construction activity are exempt from the noise standards presented in Table 6 per Section 9.32.070(E)—provided such activities take place only between the hours of 7 AM and 8 PM on Monday through Saturday.

3. Environmental Analysis

Vibration Standards: The City of La Habra Noise Element points to (current) FTA criteria (discussed below). These criteria can be separated into annoyance effects and architectural damage effects due to vibration. There are no additional requirements or guidelines regarding vibration in the city's municipal code. Thus, FTA criteria will be used for this assessment.

Federal Vibration Standards

The United States Department of Transportation, through the FTA, provides criteria for acceptable levels of groundborne vibration for various types of special buildings that are sensitive to vibration. FTA provides criteria to evaluate potential structural damage associated with vibration, and these FTA criteria are used in this analysis.

Structures amplify groundborne vibration, and wood-frame buildings, such as typical residential structures, are more affected by ground vibration than heavier buildings. The level at which groundborne vibration is strong enough to cause architectural damage has not been determined conclusively. However, the most conservative estimates to cause architectural damage at residential structures is a peak particle velocity (PPV) of 0.2 in/sec and 0.5 in/sec for steel-reinforced concrete buildings.

Pertinent Acoustical Industry Considerations

With respect to projected increases, noise impacts can be broken down into three categories. The first is "audible" impacts, which refer to increases in noise level that are perceptible to humans. Audible increases in general community noise levels generally refer to a change of 3 dB or more since this level has been found to be the threshold of perceptibility in exterior environments. The second category, "potentially audible" impacts, refers to a change in noise level between 1 and 3 dB. This range of noise levels was found to be noticeable to sensitive people in laboratory environments. The last category includes changes in noise level of less than 1 dB that are typically "inaudible" to the human ear except under quiet conditions in controlled environments. Only "audible" changes in noise levels at sensitive receptor locations (i.e., 3 dB or more) are considered potentially significant. Note that a doubling of traffic flows (i.e., 10,000 vehicles per day to 20,000 per day) would be needed to create a 3 dB increase in traffic-generated noise levels.

Existing Noise Environment

The project site is currently developed as surface parking lots and maintenance office for District's M&O and DTC uses, and there is an existing CNG compressor and filling station in the southwest corner of the CMG site. The surrounding area contains warehouse/distribution, light manufacturing, and other commercial businesses. The nearest noise-sensitive receptors from the CNG site are single-family homes approximately 660 feet to the south (across Imperial Highway) and approximately 795 feet to the northwest (accessed from Pacifica Avenue). The nearest residences from the District M&O are approximately 370 feet to the northeast on Pacific Avenue. The nearest school, Las Romas School, is approximately 2,000 feet to the west. Union Pacific Railroad (UPRR) tracks and spurs are approximately 160 feet to the east, adjacent to the former Fullerton College – La Habra Campus.[11]

[11] An equipment rental yard is planned for this site.

The proposed CNG fueling equipment will be located in the northeast corner of the CNG site. It is important to note, though, that the basic land use would not change as a result of the proposed project. The major sources of noise in the vicinity of the CNG site are vehicular traffic on SR-90 (Imperial Highway) about 500 feet to the south; traffic on Cypress Street, about 715 feet to the northwest; and to a much lesser extent, traffic on the adjacent Leslie Street. The District M&O site is at approximately 230 feet and 710 feet from Imperial Highway and Cypress Street, respectively. However, no land use or operational changes would occur, and only limited construction activity for the parking lot improvement would occur. The UPRR rail lines are primarily used for infrequent freight car switching and typically operate at 10 mph or less (FRA 2016). As such, the rail movements do not notably contribute to the area's noise environment. As shown in the city's general plan, Chapter 7, Community Safety, Figure 7-2, *Roadway Noise Contours, Future Conditions 2035*, noise from traffic flows on the aforementioned major streets in the area results in community noise levels in the range of 65 to 70 dBA CNEL across the project site.

Noise Impact Assessment

The generation of noise and vibration associated with the proposed project would occur over the short term for site construction activities. In addition, noise would result from the long-term operation of the project. Both short-term and long-term noise impacts associated with the project are examined in the following analyses that correspond to the CEQA Guidelines.

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. An impact could be significant if the project would site a sensitive land use in a location where noise levels would exceed the appropriate standards.

Exterior Noise Compatibility

The City's exterior noise compatibility standard for commercial uses is 70 dBA CNEL for a determination of "clearly compatible." The project site is entirely within the range of 65 to 70 dBA CNEL, primarily from traffic flow on nearby or adjacent surface streets. Therefore, the project site would be considered clearly compatible per the general plan land use guidelines. However, it is important to note that with the recent California Supreme Court decision regarding the assessment of the environment's impacts on proposed projects (*CBIA v BAAQMD*, issued December 17, 2015),[12] it is generally no longer the purview of the CEQA process to evaluate the impact of existing environmental conditions on a project. For noise, the application of this ruling means that the analysis of traffic, rail, and aircraft noise effects at the project site—regarding land use compatibility issues—is no longer part of CEQA. Therefore, exterior noise effects from nearby roadways relative to land use compatibility of the project is no longer a topic for impact evaluation under CEQA, and no statement of impact significance is germane.

[12] California Supreme Court. *California Building Industry Association v. Bay Area Air Quality Management District* (2015) [Case No. S213478].

3. Environmental Analysis

Interior Noise Compatibility

The proposed project has no interior spaces associated with it, therefore, an interior noise compatibility evaluation is not applicable.

Traffic Noise

The proposed project would generate noise associated with additional vehicles traveling to and from the CNG site on local roadways. The operations for the District buses would be ongoing, and the volume of bus traffic would not change due to the expansion of CNG fueling capacity or the conversion of additional buses from diesel to CNG over time. However, an increase in traffic is expected to come from public vending of CNG fuel. Nonetheless, community noise environments would not appreciably change as a result of project implementation, since any increases in flow would be negligible in comparison to overall area flow rates. As further described in Section 3.16, *Transportation and Traffic*, the proposed project is estimated to generate 560 net daily trips. Worst-case conditions would be 60 trips occurring during the AM peak hour (30 in and 30 out) and the same 60 trips occurring during the PM peak hour (also 30 in and 30 out). Since the CNG site is presently used as a District bus yard and fueling station, these project-related flows are roughly comparable to the existing flow rates. More importantly, in comparison to existing daily traffic flows on Imperial Highway (47,000 ADT) and Cypress Street (5,000 ADT),[13] the project contribution represents a worst-case increment of less than 11 percent. This small increment in flows translates into less than 0.5 dB of traffic-generated noise. This increase would be well below the threshold of audibility and well below the 3 dB threshold of significance. Therefore, for both existing and buildout conditions, no roadways in the vicinity of the project site would experience project-generated increases in traffic noise levels that would be significant. Traffic noise increases would be less than significant, and no mitigation measures are necessary.

Stationary Noise

The City of La Habra Municipal Code, Section 9.32.050, limits stationary-source sound levels from exceeding 55 dBA L_{eq} during the daytime (7:00 AM 10:00 PM) and 50 dBA L_{eq} during the nighttime (10:00 PM to 7:00 AM) at receiving residential properties. These level limits apply for a cumulative period of more than 30 minutes in any hour (i.e., the L_{50} noise level metric). For shorter duration noise events, the allowable limits are increased. That is, the limits at the nearest residential properties are 60/55 dBA L_{eq} daytime/ nighttime for a cumulative period of more than fifteen minutes in any hour (i.e., the L_{25} noise level metric), 65/60 dBA L_{eq} daytime/nighttime for a cumulative period of more than five minutes in any hour (i.e., the $L_{8.3}$ noise level metric), 70/65 dBA L_{eq} daytime/nighttime for a cumulative period of more than one minute in any hour (i.e., the $L_{1.6}$ noise level metric), and 75/70 dBA L_{eq} daytime/nighttime for any period of time (i.e., the L_{max} noise level metric).

Given the distances to the nearest residential land uses, coupled with barrier reduction effects from the many intervening buildings, any noise emissions from the proposed project would be well below these limits. As such, the proposed project would comply with the City of La Habra Noise Ordinance. Additionally, stationary noise from the proposed project would likely be indistinguishable within the ambient noise

[13] Average daily traffic (AD) estimates from Google-Earth Pro's U.S. Daily Traffic Counts function.

environment due to the traffic noise from Imperial Highway and Cypress Street, as well as from operational noise from other industrial and commercial uses that are closer to the residential areas (in comparison to the project site). Lastly, the types and levels of noise generated from the proposed project would be similar to the systems already installed at the existing facility. Therefore, stationary noise impacts from the proposed project would be less than significant, and no mitigation measures are necessary.

Onsite Worker Noise Exposure

Noise in the work place is regulated by the California Occupational Safety and Health Administration (Cal/OSHA). Cal/OSHA regulations found at CCR Title 8, Article 105, Control of Noise Exposure, set limitations on worker exposure. Existing and future workers employed at the reconfigured bus yard and fueling facility are not anticipated to be subject to high levels of noise. In addition, per Cal/OSHA regulations, an employer must administer a continuing, effective hearing conservation program whenever employee noise exposures equal or exceed an 8-hour time-weighted average (TWA) sound level of 85 dBA. This is known as the "action level." Furthermore, workers cannot be exposed to noise levels in excess of 90 dBA TWA over an 8-hour work shift. This is known as the "permissible exposure level." In calculating or measuring the 8-hour TWA exposure, higher noise levels carry shorter allowable duration periods and vice versa. In no case, though, may workers be exposed to peak noise levels in excess of 140 dBA. For any workers exposed to excessive noise—that is, above the action level—a hearing conservation program typically consists of training programs, the use of hearing protectors, periodic and regular audiometric testing, and record-keeping requirements. By adhering to the requirements of the Cal/OSHA regulations, worker exposure to onsite noise levels would remain within the limits, and this potential impact would be less than significant. No mitigation measures are required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Potential vibration impacts associated with commercial development projects are usually related to the use of heavy construction equipment during (a) demolition and grading phases of construction and/or (b) the operation of large buses/trucks over uneven surfaces during project operations.

Construction Activities

Construction activities can generate ground vibration that varies depending on the construction procedures, equipment used, and proximity to vibration-sensitive uses. Construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance. Such vibrations may have two types of potential impacts: (a) architectural damage to nearby buildings and (b) annoyance to vibration-sensitive receptors.

The project would construct a new CNG fueling facility at the current DTC (to augment existing fueling equipment) and provide additional parking stalls at the District M&O. Construction activities would take approximately 16 weeks. Development of the proposed project would use relatively low-vibration-inducing construction equipment such as jackhammers, loaders/backhoes, forklifts, and haul trucks. In general, these

types of construction equipment would not generate substantial levels of vibration. The use of high-vibration equipment, such as pile drivers, vibratory rollers, or large bulldozers, is not anticipated. Table 7, *Vibration Levels Produced by Common Construction Equipment*, shows the peak particle velocities of some common construction equipment and (loaded) haul trucks.

Table 7 Vibration Levels Produced by Common Construction Equipment

	Peak Particle Velocity in inches per second		
Equipment	at 25 ft.	at 50 ft.	at 150 ft.
Vibratory Roller	0.210	0.074	0.014
Large Bulldozer	0.089	0.031	0.006
Loaded Trucks	0.076	0.027	0.005
Jackhammer	0.035	0.012	0.002
Small Bulldozer	0.003	0.001	0.000
	Vibration Velocity in vibration decibels (VdB)		
Equipment	at 25 ft.	at 50 ft.	at 150 ft.
Vibratory Roller	94	88	78
Large Bulldozer	87	81	71
Loaded Trucks	86	80	70
Jackhammer	79	73	63
Small Bulldozer	58	52	42

Source: Federal Transit Administration: Transit Noise and Vibration Impact Assessment, 2006.

Vibration-Induced Architectural Damage

The threshold at which there is a risk of architectural damage to typical wood-framed buildings is 0.2 in/sec, and the threshold for reinforced steel concrete structures is 0.5 in/sec (FTA 2006). Building damage is not normally a factor unless the project requires blasting and/or pile driving (FTA 2006). No blasting, pile driving, or hard rock ripping/crushing activities are anticipated for the proposed project. Small construction equipment generates vibration levels less than 0.1 PPV in/sec at 25 and less feet away.

The nearest offsite structure to the construction area is the commercial/industrial building to the south. This structure is at least 65 feet from the fueling station construction zone. Therefore, vibration levels at this structure would be well below thresholds due to the relatively low vibration generation processes, coupled with attenuation effects from the distance between the project site and these nearest receptor facilities.

Since no vibration-intensive activities would take place (e.g., blasting, pile driving), the maximum construction-related vibration level would be below the 0.5 PPV in/sec criteria for vibration-induced architectural damage at the nearby commercial/warehousing structures. Therefore, architectural-damage vibration impacts from construction would be less than significant, and no mitigation measures are necessary.

Vibration Annoyance

Vibration is typically noticed nearby when objects in a building generate noise from rattling windows or picture frames. It is typically not perceptible outdoors, and therefore impacts are based on the distance to the nearest building (FTA 2006). The effects on buildings near a construction site depend on soil type, ground

strata, and receptor building construction. Vibration can range from no perceptible effects at the lowest levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight damage at the highest levels. The thresholds for vibration annoyance are 78 VdB for daytime residential, 84 VdB for office uses, and 90 VdB for workshops (FTA 2006).

Since vibration dissipates quickly with distance and the nearest residential vibration-sensitive receptors are at least 700 feet on average from the construction zone, vibration levels would be well below the most restrictive 78 VdB threshold for vibration-induced annoyance.[14] Also, construction would take place during the least noise-sensitive hours of the day. In addition, the closest non-residential land uses are at least 125 feet away (on average) from the project site construction zone. At this distance, the vibration from small bulldozers, jackhammers, and loaded trucks would fall below the 84 VdB threshold for office uses and well below the 90 VdB threshold for workshops. Therefore, vibration annoyance impacts from construction would be less than significant at sensitive receptors and commercial receptors, and no mitigation measures are necessary.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact.

Roadway Noise

Long-term impacts could be significant if the project creates activity or generates a volume of traffic that would substantially raise the ambient noise levels. As discussed in 3.12.a, above, a substantial increase in ambient noise is defined as 3 dB CNEL. Given the relatively negligible increments of traffic produced by the proposed project (in comparison to traffic flows on Imperial Highway and Cypress Street), the 0.5 dB of project-generated noise would be well below the threshold of audibility and well below the 3 dB threshold of significance. Thus, project-related traffic noise increases would be negligible at the single-family homes near Pacific Avenue and to the receptors near Parkwood Avenue and Lakeview Avenue. Therefore, permanent noise increases due to project-related traffic would be less than significant, and no mitigation measures are necessary.

Stationary Source Noise

As discussed in 3.12.a, above, onsite mechanical equipment would have appropriate procurement specifications to minimize noise and to adhere to municipal code noise limits. Since these types of equipment would be consistent with similar equipment at existing facilities in the area, no substantial noise level increases would occur due to the proposed project. Thus, noise levels from project mechanical equipment would be less than significant, and no mitigation measures are necessary.

[14] The average distance is measured from the center of the project construction area to the nearest commercial building to the east. The average distance is used because construction equipment would not continuously operate in only one specific area of the construction area, but would be dispersed throughout.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. The City of La Habra recognizes that the control of construction noise is difficult at best and provides an exemption for this type of noise when the work is performed within the hours specified by the noise ordinance (i.e., between 7 AM and 8 PM, Monday through Saturday). Compliance with the noise ordinance is mandatory and therefore does not constitute mitigation under CEQA.

Construction-Related Transport

Two types of noise impacts could occur during the project construction phase. First, the transport of workers and equipment to the construction site would incrementally increase noise levels along site access roadways. Per the air quality analyses, the worst-case projected number of construction-related trips is approximately 24 per day. As with project-generated operations trips, this number of construction-related trips is very small in comparison to the existing daily traffic flows on Imperial Highway (47,000 ADT) and Cypress Street (5,000 ADT).[15] Therefore, the project contribution represents a worst-case increment of less than 0.25 dB of traffic-generated noise. This increase is completely negligible and would be well below the 3 dB threshold of significance. Therefore, construction-related transport (including worker trips, vendor trips, and haul-in/haul-out trips) would have a less than significant impact on noise receptors along these roadways. While individual construction truck pass-bys may create momentary noise levels of up to approximately 85 dBA (L_{max} at 50 feet from the centerline of Imperial Highway and Cypress Street), these occurrences would be no different than similar truck pass-bys that currently occur along Imperial Highway, Cypress Street, and Leslie Street. Therefore, construction vehicle noise would be less than significant, and no mitigation measures are necessary.

Onsite Activities

The second type of potential impact is related to noise generated by onsite construction activities. Construction activities are typically carried out in discrete steps, each of which has a relatively distinct mix of equipment and, consequently, its own noise characteristics. These sequential phases would change the character of the noise levels surrounding the construction site as work progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow noise ranges to be categorized by work phase. Table 8, *Noise Levels Generated by Typical Construction Equipment*, lists typical construction equipment noise levels recommended for noise impact assessment at a distance of 50 feet.

[15] Average Daily Traffic (AD) estimates from Google-Earth Pro's U.S. Daily Traffic Counts function.

Table 8 Noise Levels Generated by Typical Construction Equipment

Type of Equipment	Average Sound Levels Measured (dBA at 50 feet)
Pile Drivers	101
Rock Drills	98
Jack Hammers	88
Pneumatic Tools	85
Pumps	76
Dozers	80
Front-End Loaders	79
Hydraulic Backhoe	85
Hydraulic Excavators	82
Graders	85
Air Compressors	81
Trucks	91

Source: Bolt, Beranek and Newman, 1971.

Noise ranges have been found to be similar during all phases of construction, although the actual construction of the structures tends to be somewhat less noisy than grading. The grading and site preparation phase tends to create the highest noise levels, because the noisiest construction equipment is found in the earth-moving equipment category. This category includes excavating machinery (back-fillers, bull-dozers, excavators, front loaders, etc.) and earth-moving and compacting equipment (compactors, scrapers, graders, etc.). Typical operating cycles may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Maximum noise levels at 50 feet from earth-moving equipment range from 73 to 96 dBA, and energy-average (L_{eq}) noise levels range up to about 89 dBA. The noise levels for the construction of structures are somewhat reduced from these values, because the physical presence of the newly erected structure may beneficially disrupt line-of-sight noise propagation.

Composite construction noise by phase has been characterized by Bolt, Beranek, and Newman (1971). In their study, construction noise for earthwork and finish-work related to industrial development is presented as an aggregate of 89 dBA L_{eq} when measured at a distance of 50 feet from the construction effort. This summed value takes into account both the number of pieces and the spacing of the heavy equipment used in the construction effort. Noise levels are typically less than this value due to usage factors (discussed above) as well as the barrier effects provided by the physical structures themselves (once erected). However, as a worst-case scenario, the 89 dBA L_{eq} value is used to assess the impact of construction.

The operation of such equipment would result in the generation of both steady and episodic noise significantly above the ambient levels currently experienced near the project site. The noise produced from construction decreases at a rate of approximately 6 dB per doubling of distance (conservatively ignoring other attenuation effects from air absorption, ground effects, and/or shielding/scattering effects). Therefore, at 100 feet, the source noise level would be about 6 dB less or 83 dBA L_{eq}. Similarly, at 200 feet, the noise level would be about 12 dB less or 77 dBA L_{eq}.

3. Environmental Analysis

The project site is in a commercial/industrial area with no nearby noise-sensitive uses. The nearest sensitive receptors are at least 700 feet (on average) from the construction zones. At these distances, construction noise levels would be reduced by a minimum of 23 dB by distance attenuation alone—conservatively excluding benefits from scattering and barrier effects from intervening buildings. Thus, construction noise levels at the nearby noise-sensitive uses would be 66 dBA L_{eq} or less.[16] Residences at 1,000 feet from the construction site would experience construction noise levels that would be reduced by at least 26 dB; so the resulting levels would be 63 dBA L_{eq} or less.[17]

In summary, the project construction would be temporary and occur over less than 16 weeks. Additionally, construction noise would be infrequent and short lived throughout the least noise-sensitive portions of the day and would be reduced from distance attenuation by approximately 16 dB (or more) at the closest sensitive receptors. Furthermore, project-related construction noise levels would not exceed the City's construction noise limit. In consideration of these factors, project-related construction noise impacts are considered less than significant, and no mitigation measures are necessary.

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 expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is not in an area covered by an airport land use plan or within two miles of a public airport or public-use airport. The nearest public airport is Fullerton Municipal Airport, approximately four miles southwest of the site (Airnav 2015; Google Earth Pro, v7.1.2.2041). While light plane and other aircraft noise is occasionally noticeable in the project area, the project is well beyond any airport's 60 dBA CNEL zone. Therefore, the proposed project would not expose people to excessive aircraft noise levels, and no mitigation measures are necessary.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. There are no private airstrips near the project site. The closest heliport to the site is the Los Angeles County Sheriff's Heliport in the City of Industry, approximately 5.9 miles north of the project site (Airnav.com 2015; Google Earth Pro, v7.1.2.2041). Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels. No mitigation measures are necessary.

[16] That is, the worst-case aggregate of 89 dBA L_{eq} at a distance of 50 feet from the construction effort would be reduced by 23 dB, which would yield 66 dBA L_{eq} at a distance of 700 feet.

[17] That is, 89 dBA L_{eq} (at 50 feet) minus 26 dB = 63 dBA L_{eq} (at 1,000 feet).

3.13 POPULATION AND HOUSING

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

No Impact. The proposed project is a CNG station and would not include residential development. The project is not anticipated to generate new employment, but if it did, the number of employees would be nominal. Although. Therefore, implementation of the proposed project would not result in substantial direct or indirect population growth in the area. No impact would occur, and no mitigation is necessary.

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

No Impact. The project site is an existing District transportation center and M&O. No housing units would be demolished as part of the project. Therefore, no replacement housing construction would be necessary, and no impact would occur. No mitigation measures are required.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As noted in Section 3.13(b), no residential units would be demolished as part of the project and no people would be displaced necessitating replacement housing construction. No impact would occur and no mitigation measures are required.

3.14 PUBLIC SERVICES

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

a) Fire protection?

Less Than Significant Impact. The City of La Habra contracts with the Los Angeles County Fire Department (LACoFD) for fire suppression and emergency medical services. The LACoFD is a full service fire department that provides fire protection, emergency medical services, hazardous materials response, and other life safety services. The City of La Habra is located in Division IV, Battalion 21 of the LACoFD, which covers the cities of La Habra, La Mirada, Whittier, Cerritos, and Norwalk. There are four stations that provide first-in jurisdictional coverage to the City of La Habra: Stations 191, 192, and 193 in the City of La Habra and Station 194 in the City of La Mirada. The nearest station is Station 192, approximately 0.60 mile to the northeast. The project involves the transfer, storage, and handling of combustible materials, which could result in a slight increase in the need for fire protection and emergency medical services. However, such activities are not dissimilar from those that are routinely conducted at service stations in the surrounding

community. Considering the existing firefighting resources available in and near the City of La Habra, project impacts on fire protection are not expected to be significant, and the LACoFD would continue to provide adequate service to the project site without the need for new or expanded stations or additional staff or equipment. Project impacts would be less than significant, and no mitigation measures are necessary.

b) Police protection?

Less Than Significant Impact. Police protection services in the City of La Habra are provided by the La Habra Police Department (LHPD). The police station is at 150 North Euclid Street, approximately 0.90 mile to the north. LHPD is divided into two divisions: operations and support services. The Operations Division consists of the traffic bureau, patrol unit, ambulance, animal control, and emergency services. The Support Services Division consists of the investigations bureau, records bureau, and communications. LHPD was authorized to staff 71 sworn officers in 2014 but was understaffed with 67 sworn officers (PlaceWorks 2014). The proposed project would not increase residential or non-residential building area to increase city population. Therefore, implementation of the proposed project would not impact the sworn officer-to-resident ratio or worsen the existing police protection service levels. Moreover, additional activities throughout the day could potentially improve security from increased surveillance activities. Therefore, the proposed project would not substantially increase the need for police protection service to create a need for new or expanded police facilities or additional officers. The LHPD would continue to provide adequate service to the project area. Impacts would be less than significant, and no mitigation measures are required.

c) Schools?

No Impact. The proposed project would not generate students, and no additional school services would be necessary. No impact would occur and no mitigation measures are required.

d) Parks?

No Impact. Additional parks demands result from growth-inducing projects such as residential development. The proposed project would not result in population growth and would not generate demands for additional parks services. No impact would occur, and no mitigation measures are required.

e) Other public facilities?

No Impact. The proposed project would not increase local population to create additional demands for other public facilities such as libraries. The proposed project would not accelerate the physical deterioration of area public facilities. No impact would occur, and no mitigation measures are required.

3.15 RECREATION

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

No Impact. See Section 3.14.d, above. Implementation of the proposed project would not increase the local population. Therefore, its operation would not accelerate the physical deterioration of existing nearby parks and recreational facilities. No adverse impact to existing recreational amenities would occur, and no mitigation measures are necessary.

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?

No Impact. The proposed project is a fueling facility. The project does not include recreational facilities and would not require the construction or expansion of offsite recreational facilities. Therefore, implementation of the proposed project would not result in adverse impacts related to recreational facilities. No impact would occur, and no mitigation measures are necessary.

3.16 TRANSPORTATION/TRAFFIC

A traffic study was prepared for the proposed project and is included as Appendix E, *Traffic Study*, to this Initial Study.

The objective of the traffic analysis is to quantify the impacts of the proposed project on the roadways and intersections in the project vicinity. The traffic study focused on the CNG site, where the CNG fueling station is proposed, because no operational changes to the District M&O are proposed other than closing the north driveway, leaving two other driveways available. The methodology for the traffic study, in general, was to 1) establish the existing traffic conditions; 2) identify the projected future baseline conditions without the project by considering the cumulative effects of regional growth and traffic generated by other development projects in the study vicinity; 3) estimate the levels of traffic that would be generated by the proposed project; 4) conduct a comparative analysis of traffic conditions with and without the project; and 5) identify potential mitigation measures/roadway improvements. The analysis is based on the weekday morning and afternoon peak hour traffic volumes on the streets and intersections in the project vicinity. The levels of service (LOS) at the following six signalized intersections were analyzed.

- Imperial Highway at Euclid Street
- Imperial Highway at Cypress Street
- Imperial Highway at Leslie Street
- Imperial Highway at Harbor Boulevard
- Lambert Road at Euclid Street
- Lambert Road at Harbor Boulevard

3. Environmental Analysis

These intersections are all in the City of La Habra, although the Imperial Highway/Harbor Boulevard and Lambert Road/Harbor Boulevard intersections are on the boundary of La Habra and Fullerton. Imperial Highway (SR-90) is a state route, and the intersections along Imperial Highway are operated by Caltrans.

Existing Traffic Conditions

Street Network

The streets that provide access to the project vicinity include Imperial Highway, Leslie Street, Lakeview Avenue, Euclid Street, Cypress Street, Harbor Boulevard, and Lambert Road. The roadway characteristics, types of traffic control at the intersections, lane configurations, and speed limits on the study area streets are shown on Figure 9, *Traffic Study Area Street Network*.

- **Imperial Highway (SR-90)** is a six lane east-west street located approximately 500 feet south of the CNG site. The functional roadway classification of Imperial Highway, as designated by the City of La Habra General Plan, is an Augmented Arterial Highway (Smart Street). The speed limit on Imperial Highway is 45 miles per hour (mph).

- **Leslie Street** is a two lane north-south street that abuts the west side of the CNG site. It is classified as a local street and provides a link between the project site and Imperial Highway. Leslie Street does not have an outlet to the north. The speed limit on Leslie Street is 25 mph.

- **Lakeview Avenue** is the continuation of Leslie Street south of Imperial Highway. It is a two lane north-south street that is classified as a local street. The speed limit on Lakeview Avenue is 25 mph.

- **Euclid Stree**t is a four lane north–south street located approximately one-half mile west of the CNG site. It is classified as a Secondary Arterial Highway north of Imperial Highway and a Modified Major Arterial south of Imperial Highway. The speed limit on Euclid Street is 35 mph north of Imperial Highway and 45 mph south of Imperial Highway.

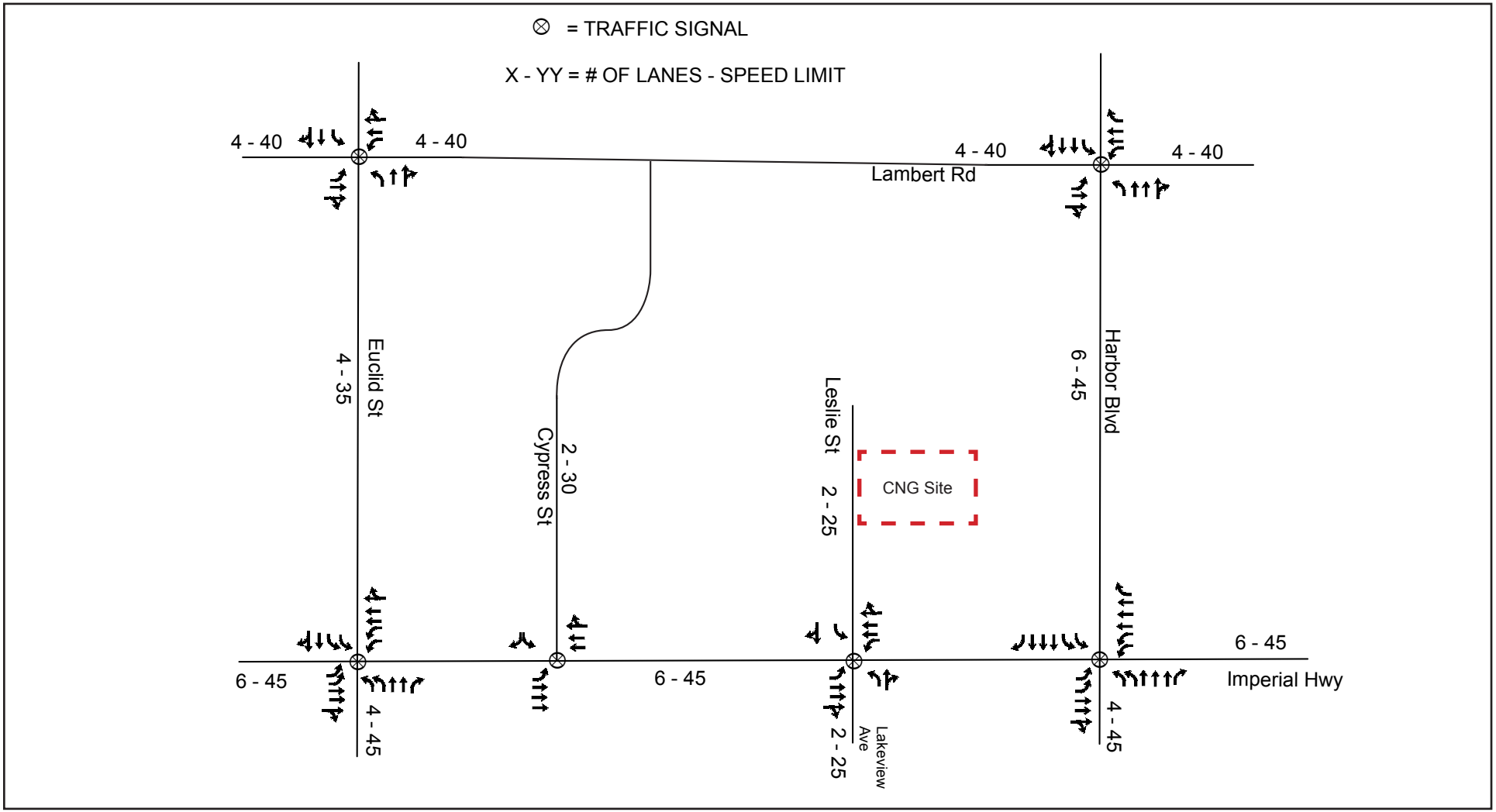
- **Cypress Street** is a two lane north-south street located approximately one-quarter mile west of the CNG site. It extends north from Imperial Highway and is classified as a Commuter Arterial. The speed limit on Cypress Street is 30 mph.

- **Harbor Boulevard** is a four to six lane north-south street located approximately one-half mile east of the CNG site. It has six lanes north of Imperial Highway and four lanes south of Imperial Highway. Harbor Boulevard is classified as a Primary Arterial Highway north of Lambert Road and a Modified Major Arterial south of Lambert Road. The speed limit on Harbor Boulevard is 45 mph.

- **Lambert Road** is a four lane east-west street located approximately one-half mile north of the CNG site. It is classified as a Primary Arterial Highway west of Harbor Boulevard and a Modified Major Arterial east of Harbor Boulevard. The speed limit on Lambert Road is 40 mph. There is no direct street connection between the project site and Lambert Road because Leslie Street terminates north of the project site.

Figure 9 - Traffic Study Area Street Network

3. Environmental Analysis



Source: Garland Associates

3. Environmental Analysis

This page intentionally left blank.

Existing Baseline Traffic Volumes

Manual traffic counts were taken at the six study area intersections in October 2015 during the morning and afternoon peak periods on weekdays when local schools were in session. Figure 10, *Existing AM & PM Peak Hour Traffic Volumes*, shows the existing peak hour traffic volumes and turning movements at each intersection. Although the weekday traffic counts were taken from 7:00 to 9:00 AM and from 4:00 to 6:30 PM, the traffic volumes shown on the exhibits represent the peak one-hour interval of traffic flow at each intersection, which generally occurred from 7:00 to 8:00 AM and from 5:00 to 6:00 PM.

Intersection Levels of Service

To quantify the existing baseline traffic conditions, the six study area intersections were analyzed to determine their operating conditions during the weekday morning and afternoon peak hours. The intersections were analyzed by calculating the intersection capacity utilization (ICU) values and corresponding LOS based on the peak hour traffic volumes, the turning movement counts, and the number of lanes at each intersection. The ICU values are essentially a comparison of the volume of traffic passing through the intersection to the overall capacity of the intersection. The ICU calculations assume a capacity of 1,700 vehicles per lane per hour of green time and a clearance interval of 0.05, which are the values recommended in the Orange County Congestion Management Program and typically used by the City of La Habra.

Level of service is a qualitative indicator of an intersection's operating conditions that is used to represent various degrees of congestion and delay. It is measured from LOS A (excellent conditions) to LOS F (extreme congestion), with LOS A through D considered acceptable according to the City of La Habra General Plan. For intersections on California highways, LOS A through E is considered acceptable. The relationship between ICU values and LOS for the signalized intersections is shown in Table 9, *Relationship between ICU Values and LOS*.

Table 9 Relationship between ICU Values and LOS

Level of Service	ICU Value
A	0.000 to 0.600
B	> 0.600 to 0.700
C	> 0.700 to 0.800
D	> 0.800 to 0.900
E	> 0.900 to 1.000
F	> 1.000

The results of the LOS analysis are shown in Table 10, *Existing Intersection LOS*, for existing traffic conditions. As shown, all six of the study area intersections currently operate at acceptable levels of service (LOS A, B, C, or D) during the weekday morning and afternoon peak hours.

3. Environmental Analysis

Table 10 Existing Intersection LOS

Intersection	Level of Service	
	AM Peak Hour	PM Peak Hour
Imperial Highway at Euclid Street	0.748 – C	0.702 – C
Imperial Highway at Cypress Street	0.593 – A	0.632 – B
Imperial Highway at Leslie Street	0.465 – A	0.523 – A
Imperial Highway at Harbor Boulevard	0.656 – B	0.724 – C
Lambert Road at Euclid Street	0.761 – C	0.847 – D
Lambert Road at Harbor Boulevard	0.701 – C	0.748 – C

Future Baseline Traffic Conditions

The future baseline traffic conditions without the project for the first full year of operation (2017) were estimated by considering the effects of general ambient regional growth and the cumulative increase in traffic volumes that would be generated by other development projects proposed in the vicinity of the project site.

The first step in estimating the future baseline traffic volumes was to expand the existing traffic volumes by a factor of 2 percent, which represents a growth rate of 1 percent per year for two years. This growth factor accounts for the traffic increases associated with general regional growth and development projects not in the immediate vicinity of the project site. The second step in estimating the future baseline traffic volumes was to estimate the increased levels of traffic that would occur at the study area streets and intersections as a result of the traffic that would be generated by future development projects (i.e., those that are within a 1.5-mile radius of the CNG site). Traffic that would be generated by projects farther than 1.5 miles from the CNG site is included in the regional ambient growth factor discussed above. The list of future development projects was obtained from the City of La Habra, Community Development Department, Planning Division website (Develop Projects List). The City of Fullerton was also consulted, and no projects were identified near the study area.

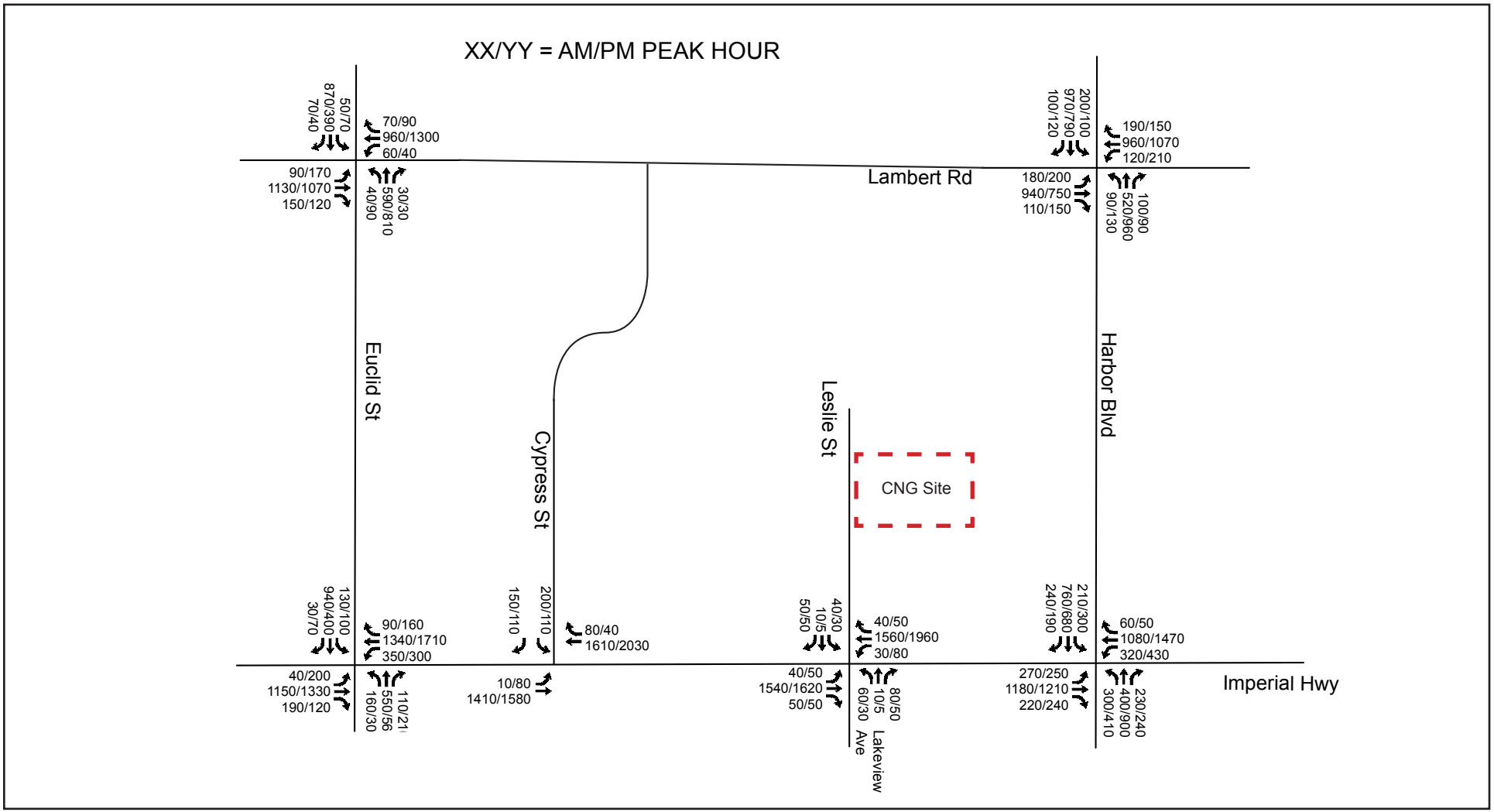
The development projects that were included in the cumulative traffic analysis are presented in Table 11, *Development Projects for Cumulative Analysis.* As shown, there are seven other development projects proposed in the vicinity of the project site.

Table 11 Development Projects for Cumulative Analysis

	Project/Land Use	Location	Size
1	Public Storage	999 E. Lambert Road	133,512 sq. ft.
2	G&M Oil – Auto Service Station with Convenience Store	110 S. Harbor Blvd. - Southeast corner of La Habra Blvd. & Harbor Blvd.	8 fueling positions / 1,000 sq. ft. building
3	Fairfield La Habra Apartments	951-1055 S. Beach Blvd. Northwest corner of Beach Blvd. & Imperial Highway	335 units
4	La Habra Homes	1220-1240 W. La Habra Blvd. - Southwest corner of La Habra Blvd. & Idaho Street	32 condos
5	City Ventures – Housing Project at La Habra Civic Center	201 E. La Habra Blvd.	101 condos 9 single-family units
6	Kaiser Medical Office Building	Northeast corner of Imperial Highway & Leslie Street	25,969 sq. ft.
7	Equipment Rental	1000 S. Leslie Street – north and east of CNG site	4.5 acres

Figure 10 - Existing AM & PM Peak Hour Traffic Volumes

3. Environmental Analysis



Source: Garland Associates

3. Environmental Analysis

This page intentionally left blank.

The estimated volumes of traffic that would be generated by the seven proposed development projects are shown in Table 12. The table shows the trip generation rate for each land use type and the volumes of traffic that each project would generate during the peak hours on a typical weekday. For the projects that had a traffic analysis prepared, the traffic volumes were obtained from the project's traffic report. The trip generation rates shown in Table 12, *Traffic Generated by Other Future Development Projects*, are from the Institute of Transportation Engineers' Trip Generation Manual (9th edition, 2012). The traffic volumes for the gasoline station were reduced by 50 percent to reflect the fact that at least half of the traffic generated by a gasoline station is represented by vehicles that are already traveling on the street network where the driver decides to patronize the station. This pass-by traffic does not result in an increase in traffic volumes on the roadway network.

Table 12 Traffic Generated by Other Future Development Projects

	Project/ Land Use	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Trip Generation Rates								
Gasoline Station with Convenience Store (per fueling station)		162.78	10.16	50%	50%	13.51	50%	50%
Apartments (per unit)		6.65	0.51	20%	80%	0.62	65%	35%
Medical Office Bldg (per 1,000 SF)		36.13	2.39	79%	21%	3.57	28%	72%
Equipment Rental (per acre)		64.77	3.73	67%	33%	6.44	28%	72%
Generated Traffic								
1	Public Storage* (133,512 sf)	250	14	8	6	26	13	13
2	G&M Station (8 fueling positions) 50% passby trips	1,300 (650)	84 (42)	42 (21)	42 (21)	108 (54)	54 (27)	54 (27)
3	Fairfield Apts. (335 units)	2,230	171	34	137	208	135	73
4	La Habra Homes* (32 condos)	190	14	2	12	17	11	6
5	City Ventures Housing Project*	670	52	10	42	63	42	21
6	Kaiser Building (25,969 sf)	940	62	49	13	93	26	67
7	Equipment Rental (4.5 acres)	290	17	11	6	29	8	21
TOTAL		5,220	372	135	237	490	262	228

* Traffic volumes for these developments were taken from the project's traffic study.

The traffic generated by the other proposed development projects was geographically distributed onto the street network to quantify the cumulative impacts at each study area intersection. The projected future baseline traffic volumes without the proposed project, which accounts for general area-wide growth and the cumulative volumes of traffic that would be generated by the other proposed development projects, are shown on Figure 11, *2017 Traffic Volumes without Project*, for the morning and afternoon peak hours. The target year for the future baseline scenario is 2017 because that is projected to be the first full year that the proposed facility would be operational.

Based on the peak hour traffic volumes, the turning movement counts, and the lane configuration at each intersection, the future (year 2017) baseline ICU values and LOS were calculated for the six study area intersections for each peak period, as summarized in Table 13, *Future Baseline Intersection LOS (Year 2017)*. As

shown, all six of the study area intersections are projected to operate at acceptable levels of service (LOS A, B, C, or D) during the weekday morning and afternoon peak hours for the year 2017 scenario without the proposed project.

Table 13 Future Baseline Intersection LOS (Year 2017)

Intersection	Level of Service	
	AM Peak Hour	PM Peak Hour
Imperial Highway at Euclid Street	0.778 – C	0.740 – C
Imperial Highway at Cypress Street	0.616 – B	0.665 – B
Imperial Highway at Leslie Street	0.509 – A	0.590 – A
Imperial Highway at Harbor Boulevard	0.681 – B	0.749 – C
Lambert Road at Euclid Street	0.795 – C	0.883 – D
Lambert Road at Harbor Boulevard	0.727 – C	0.779 – C

Significance Criteria

According to the City of La Habra, a transportation impact at a signalized intersection is deemed to be significant in accordance with the criteria outlined in Table 14, *Significance Criteria for Traffic Impacts*. An intersection would not be significantly impacted if the intersection's level of service would remain at LOS D or better for intersections in the City of La Habra's jurisdiction and LOS E or better in Caltrans's jurisdiction.

Table 14 Significance Criteria for Traffic Impacts

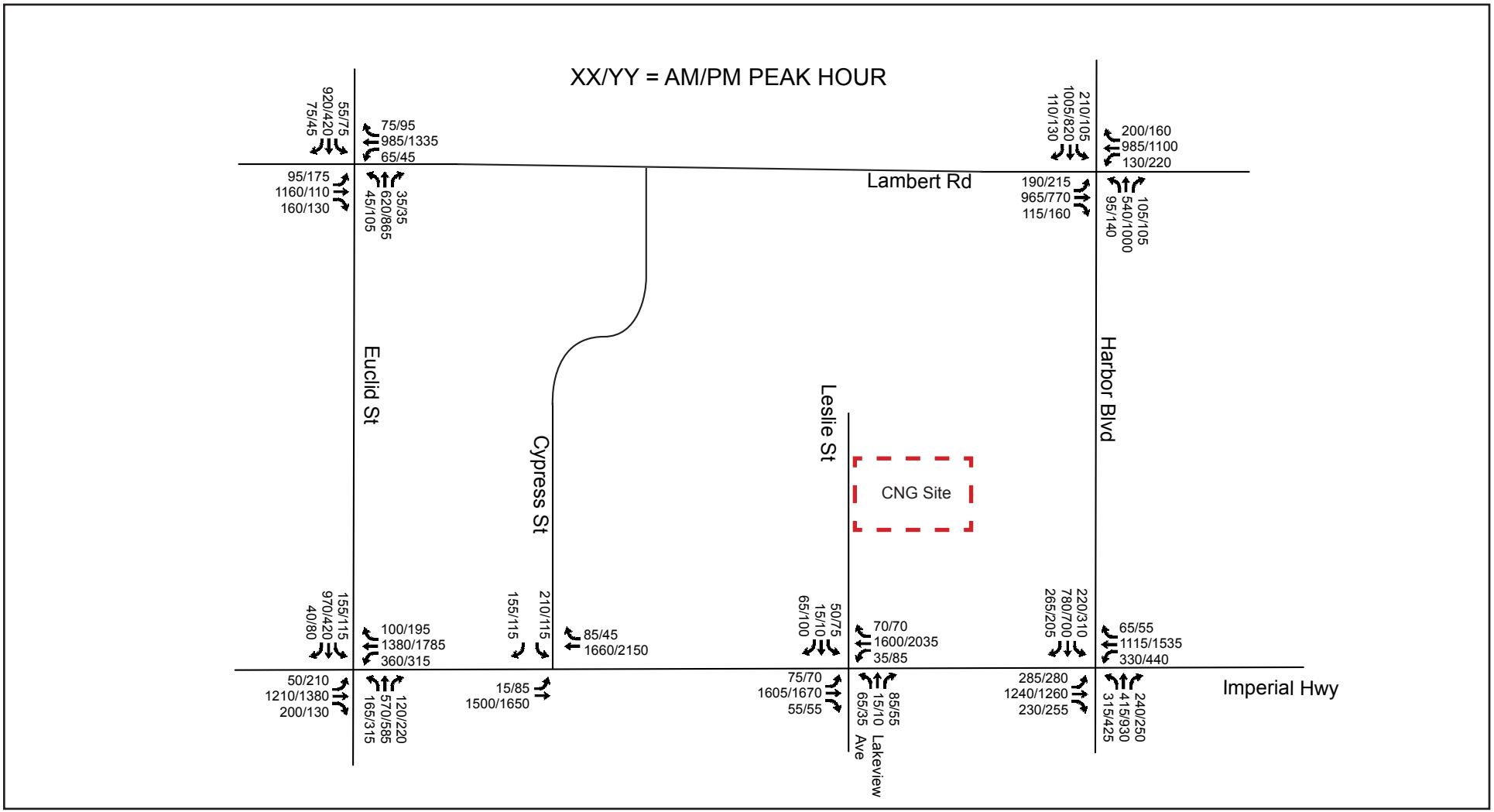
Responsible Agency	Level of Service	Final ICU Value	Project-Related Increase in ICU
City of La Habra	E, F	> 0.900	Equal to or greater than 0.010
Caltrans	F	> 1.000	Equal to or greater than 0.010

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact. An analysis of traffic impacts was conducted by quantifying the before-and-after traffic volumes, then determining the ICU values and levels of service at the study area intersections for the "without project" and "with project" scenarios. Two scenarios were used as the baseline conditions for the intersection impact analysis: existing year 2015 conditions and the year 2017 conditions with ambient growth and the cumulative traffic that would be generated by other development projects. The impact analysis, therefore, addresses the following scenarios.

Figure 11 - 2017 Traffic Volumes Without Project

3. Environmental Analysis



Source: Garland Associates

3. Environmental Analysis

This page intentionally left blank.

- Existing Traffic Conditions
- Existing plus Project Traffic Conditions
- Year 2017 without Project
- Year 2017 with Project

Intersection Impact Analysis

Because a CNG fueling station has not yet been included in the Trip Generation Manual, the trip generation characteristics were developed based on information from the proposed operator regarding patronage at existing facilities that are similar to the proposed CNG station. The operator indicates that CNG facilities of the type being proposed generate a maximum of 15 patrons per hour during the busiest times of the day and a maximum of 140 customers per day. To validate these statistics, observations were made at CNG stations in Fullerton, Huntington Beach, and Santa Ana. The observations indicated that a maximum of 10 customers per hour were observed during the weekday peak periods. So the operator's claim of 15 customers per hour as a maximum patronage is reasonable.

For the traffic impact analysis, it has been assumed that the proposed facility would generate twice the volume of traffic that the proposed operator stated as a maximum patronage: i.e., 30 customers per hour during the peak periods and up to 280 customers per day. These inflated values were used to ensure a conservative analysis and to cover the scenario where the use of CNG vehicles becomes more popular. The assumed 30 customers per hour would generate 60 vehicle trips per hour (30 inbound and 30 outbound), and the assumed 280 patrons per day would generate 560 vehicle trips per day (280 inbound and 280 outbound). Table 15 shows the estimated volume of project generated traffic for an average weekday and for the morning and afternoon peak hours for the proposed CNG fueling station.

Table 15 Project-Generated Traffic

Land Use	AM Peak Hour			PM Peak Hour			Daily Traffic
	Total	In	Out	Total	In	Out	
Project Generated Traffic							
According to Proposed Operator's Data	30	15	15	30	15	15	280
Values Used for the Traffic Analysis (Doubled)	60	30	30	60	30	30	560

To quantify the increases in traffic that would occur at each intersection as a result of the proposed project, the project generated traffic was geographically distributed onto the street network using the directional percentages shown on Figure 12, *Project-Generated Traffic, AM & PM Peak Hours*. This distribution assumption is based on the layout of the existing street network and the existing travel patterns observed during the peak periods. Figure 12 also shows the volumes of project traffic on each access street and at each study area intersection for the morning and afternoon peak hours.

3. Environmental Analysis

Existing plus Project

The total volumes of traffic projected for the analysis of traffic conditions were determined by adding the traffic that would be generated by the CNG station to the existing baseline traffic volume scenario. The traffic volumes for the "Existing plus Project Traffic" scenario are shown on Figure 13, *Existing plus Project Traffic Volumes*. The before-and-after ICU values and levels of service at each of the study area intersections are summarized in Table 16, *Project Impact on Intersection LOS, Existing Conditions as Baseline*. As shown in Table 16, all intersections would operate at LOS D or better, and the change in ICU values would range from 0.001 to 0.023. Therefore, the proposed project would not have a significant impact at any of the study area intersections during the morning or afternoon peak hours.

Table 16 Project Impact on Intersection LOS, Existing Conditions as Baseline

Intersection	ICU Value and Levels of Service			
	Existing Conditions	Existing Plus Project	Change In ICU Value	Significant Impact?
AM Peak Hour				
Imperial Hwy at Euclid Street	0.748 – C	0.749 – C	0.001	No
Imperial Hwy at Cypress St	0.593 – A	0.597 – A	0.004	No
Imperial Hwy at Leslie Street	0.465 – A	0.484 – A	0.019	No
Imperial Hwy at Harbor Blvd	0.656 – B	0.658 – B	0.002	No
Lambert Road at Euclid Street	0.761 – C	0.765 – C	0.004	No
Lambert Road at Harbor Blvd	0.701 – C	0.702 – C	0.001	No
PM Peak Hour				
Imperial Hwy at Euclid Street	0.702 – C	0.704 – C	0.002	No
Imperial Hwy at Cypress St	0.632 – B	0.636 – B	0.004	No
Imperial Hwy at Leslie Street	0.523 – A	0.546 – A	0.023	No
Imperial Hwy at Harbor Blvd	0.724 – C	0.725 – C	0.001	No
Lambert Road at Euclid Street	0.847 – D	0.849 – D	0.002	No
Lambert Road at Harbor Blvd	0.748 – C	0.749 – C	0.001	No

Future Baseline plus Project

The traffic volumes for the "Future Year plus Project Traffic" scenario are shown on Figure 14, *2017 Traffic Volumes with Project*, and the before-and-after ICU values and LOS at each of the study area intersections are summarized in Table 17, *Year 2017 Future Baseline Project Impact on Intersection LOS*. As shown in Table 17, all intersections would operate at LOS D or better, and the change in ICU values would range from 0.001 to 0.022. Therefore, the proposed project would not have a significant impact at any of the study area intersections during the morning or afternoon peak hours.

Table 17 Year 2017 Future Baseline Project Impact on Intersection LOS

Intersection	ICU Value and Levels of Service			
	2017 Without Project	2017 With Project	Change In ICU Value	Significant Impact?
AM Peak Hour				
Imperial Hwy at Euclid Street	0.778 – C	0.780 – C	0.002	No
Imperial Hwy at Cypress St	0.616 – B	0.619 – B	0.003	No
Imperial Hwy at Leslie Street	0.509 – A	0.531 – A	0.022	No
Imperial Hwy at Harbor Blvd	0.681 – B	0.683 – B	0.002	No
Lambert Road at Euclid Street	0.795 – C	0.799 – C	0.004	No
Lambert Road at Harbor Blvd	0.727 – C	0.728 – C	0.001	No
PM Peak Hour				
Imperial Hwy at Euclid Street	0.740 – C	0.743 – C	0.003	No
Imperial Hwy at Cypress St	0.665 – B	0.670 – B	0.005	No
Imperial Hwy at Leslie Street	0.590 – A	0.611 – B	0.021	No
Imperial Hwy at Harbor Blvd	0.749 – C	0.750 – C	0.001	No
Lambert Road at Euclid Street	0.883 – D	0.884 – D	0.001	No
Lambert Road at Harbor Blvd	0.779 – C	0.780 – C	0.001	No

Highway Capacity Manual Analysis

Existing plus Project Scenario

For the intersections along Imperial Highway, which is designated as SR-90, the levels of service were also analyzed using the Highway Capacity Manual (HCM) methodology to be consistent with the Caltrans guidelines for traffic impact analyses. The average delay values (seconds per vehicle) and levels of service at each intersection were determined for each analysis scenario using the Highway Capacity Software. The relationship between delay values and levels of service is shown in Table 18, *Relationship between Delay Values and LOS*.

Table 18 Relationship between Delay Values and LOS

Level of Service	Delay Value (seconds) Signalized Intersections
A	0.00 to 10.0
B	> 10.0 to 20.0
C	> 20.0 to 35.0
D	> 35.0 to 55.0
E	> 55.0 to 80.0
F	> 80.0

The before-and-after delay values and levels of service at each of the Caltrans-owned intersections are summarized in Table 19, *Project Impact on Caltrans Intersections (HCM), Existing Conditions as Baseline*. As shown, the proposed CNG facility would not have a significant impact at any of the Caltrans intersections during the morning or afternoon peak hours.

3. Environmental Analysis

Table 19 Project Impact on Caltrans Intersections (HCM), Existing Conditions as Baseline

Intersection	Delay Values (Sec/Veh) and Levels of Service		
	Existing Conditions	Existing Plus Project	Significant Impact?
AM Peak			
Imperial Hwy at Euclid Street	34.6 – C	34.8 – C	No
Imperial Hwy at Cypress St	13.2 – B	13.2 – B	No
Imperial Hwy at Leslie Street	9.9 – A	11.2 – A	No
Imperial Hwy at Harbor Blvd	31.9 – C	32.2 – C	No
PM Peak			
Imperial Hwy at Euclid Street	31.5 – C	31.6 – C	No
Imperial Hwy at Cypress St	11.5 – B	11.5 – B	No
Imperial Hwy at Leslie Street	9.1 – A	10.1 – B	No
Imperial Hwy at Harbor Blvd	39.3 – D	39.7 – D	No

Future Baseline plus Project

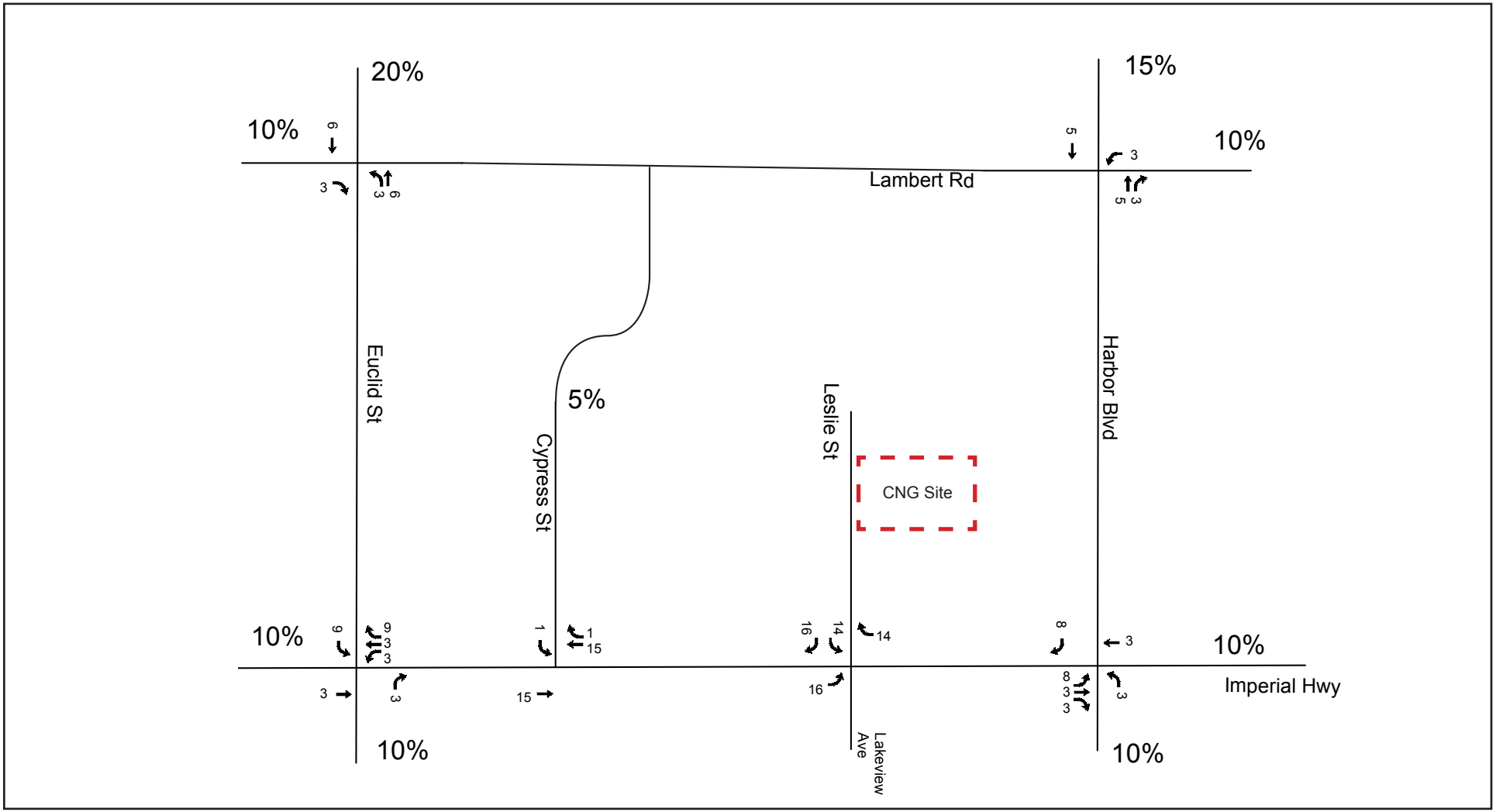
The before-and-after delay values and levels of service at the Caltrans intersections are summarized in Table 20, *Project Impact on Caltrans Intersections (HCM), Year 2017 Future Baseline*. As shown, the proposed CNG facility would not have a significant impact at any of the Caltrans intersections for this scenario.

Table 20 Project Impact on Caltrans Intersections (HCM), Year 2017 Future Baseline

Intersection	Delay Values (Sec/Veh) and Levels of Service		
	Existing Conditions	Existing Plus Project	Significant Impact?
AM Peak			
Imperial Hwy at Euclid Street	39.6 – D	40.0 – D	No
Imperial Hwy at Cypress St	13.9 – B	14.0 – B	No
Imperial Hwy at Leslie Street	11.0 – B	11.9 – B	No
Imperial Hwy at Harbor Blvd	33.7 – C	34.2 – C	No
PM Peak			
Imperial Hwy at Euclid Street	34.3 – C	34.6 – C	No
Imperial Hwy at Cypress St	12.2 – B	12.3 – B	No
Imperial Hwy at Leslie Street	12.1 – B	13.1 – B	No
Imperial Hwy at Harbor Blvd	48.8 – D	50.0 – D	No

Figure 12 - Project Generated Traffic - AM & PM Peak Hours

3. Environmental Analysis



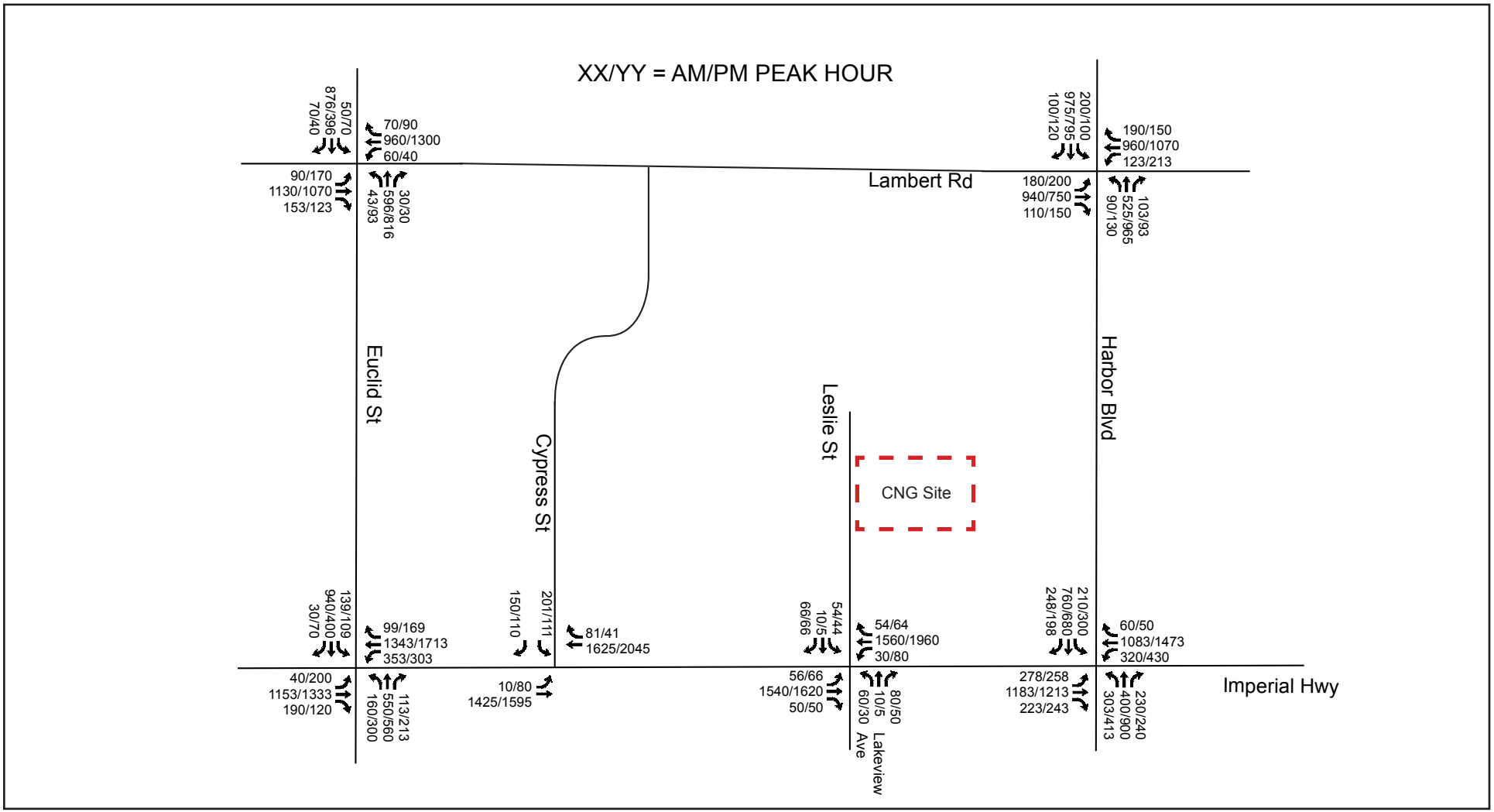
Source: Garland Associates

3. Environmental Analysis

This page intentionally left blank.

Figure 13 - Existing Plus Project Traffic Volumes

3. Environmental Analysis



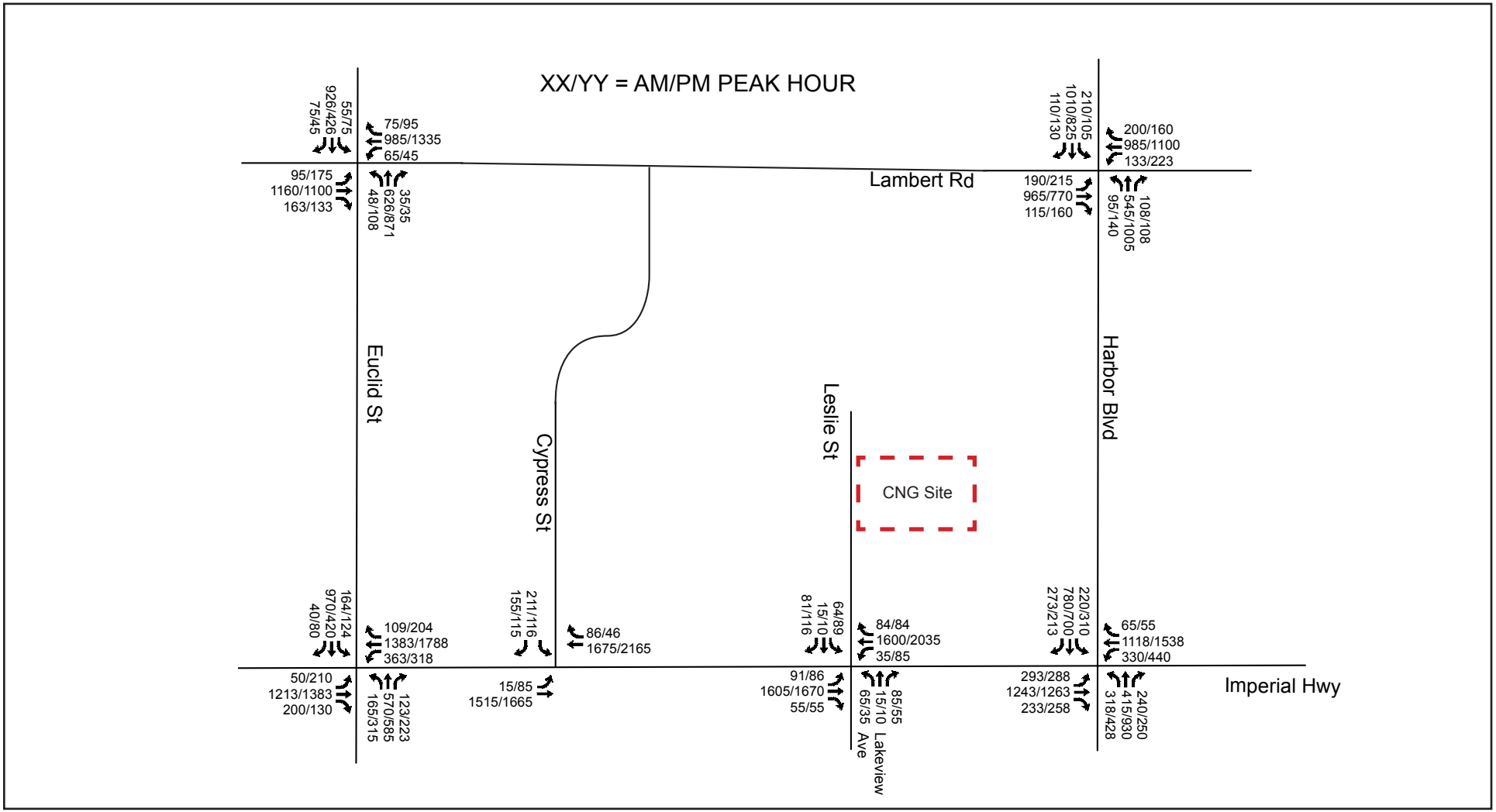
Source: Garland Associates

3. Environmental Analysis

This page intentionally left blank.

Figure 14 - 2017 Traffic Volumes with Project

3. Environmental Analysis



Source: Garland Associates

3. Environmental Analysis

This page intentionally left blank.

Nonmotorized Transportation and Transit

The proposed project would have little or no impact on nonmotorized transportation (pedestrians and bicycles) or transit operations. While the CNG facility could potentially be used to fuel transit buses, the impacts on bus operations would be negligible. With regard to pedestrians, the proposed project would result in a widening of the site's south driveway, which would create a longer vehicle-pedestrian conflict zone for pedestrians walking along the Leslie Street sidewalk. Additionally, the CNG facility would generate additional traffic volumes that would cross the travel path of pedestrians on this sidewalk. The impacts would not be significant because the site-generated traffic volumes are relatively low, there are very few pedestrians crossing the driveways on this sidewalk, and the driveways would be properly designed to accommodate pedestrian activity across the driveways.

Although the District's bus yard is on the east side of Leslie Street, most of the bus drivers park in lots on the west side of the street. This arrangement requires that the drivers cross Leslie Street while walking between the buses and the parking lot/M&O building, which would create vehicle/pedestrian conflicts. The proposed project would not alter this situation as the bus operations would remain unchanged, except that the CNG facility would place additional vehicles at the crossing location. The possibility of installing a crosswalk on Leslie Street was considered, but it was determined that a crosswalk would not be warranted because the pedestrian crossings occur during times of the day when traffic volumes are low, the pedestrian crossings occur at multiple random locations along Leslie Street, and the presence of a painted crosswalk could result in a false sense of security for the pedestrians.

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

Less Than Significant Impact. The Orange County Congestion Management Program (CMP) roadway nearest to the CNG site is Imperial Highway (SR-90), which is approximately 500 feet south of the CNG site. All of the project-generated traffic would travel on this roadway because Leslie Street intersects with Imperial Highway and does not have an outlet to the north.

The CMP guidelines indicate that a project may have a significant impact and that a traffic study would be required if the project would generate 2,400 or more vehicle trips per day or if the project would contribute 1,600 or more trips per day directly onto the CMP highway system. The proposed project is estimated to generate 560 vehicle trips per day, and the level of project-generated traffic is well below the designated CMP threshold. The traffic study results also indicate that the intersections along Imperial Highway would continue to operate at acceptable levels of service and would not be significantly impacted by the project. The proposed project would not exceed an LOS standard established by the county congestion management agency for designated roads or highways, and the project's impacts on the CMP roadways would be less than significant. No mitigation measures are required.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The nearest airport is Fullerton Municipal Airport, approximately 3.7 miles to the southwest, and the project site is not within the airport land use plan. Implementation of the proposed project would not result in a change in air traffic patterns. No impact would occur, and no mitigation measures are required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact With Mitigation Incorporated. The proposed project would modify the existing driveways and reconfigure the existing internal circulation to accommodate expanded CNG fueling capacity.

Site Access and Circulation

Access to the CNG site would be provided by two driveways on the east side of Leslie Street. The southern driveway would serve as the ingress driveway for buses entering the DTC and for CNG patrons approaching the fueling stations. The entering buses would continue east through a gate into the DTC, and CNG patrons would turn to the north to stop adjacent to the fuel dispensers.

The northern driveway would serve as the egress driveway for District fleets and CNG patrons. The District vehicles would leave the DTC through a gate and turn left to travel south on Leslie Street. The exiting CNG customers would leave the fueling stations by traveling in a northerly direction, turning left to the egress driveway, then turning left again onto southbound Leslie Street. In essence, the exiting CNG customers would make a sweeping U-turn from the fueling stations to southbound Leslie Street.

Although the District fleets and the CNG patrons would use the same access driveways, it is anticipated that the conflicts would be minimal. The majority of the District buses generally departs from the DTC between 6:30 and 7:00 AM and arrives back at the DTC at various times throughout the morning. Buses then leave again throughout the late morning or early afternoon and arrive back at the yard throughout the afternoon. Conversely, the CNG patrons would arrive and depart at random times throughout the day and would not have a pronounced peak. Therefore, the volumes of traffic at any particular time would be relatively low.

The proposed site plan has been evaluated to determine if buses and large trucks could maneuver in and out of the bus yard and CNG station within the provided turning radii. It was determined that the buses could readily turn from northbound Leslie Street into the CNG site via the 52-foot-wide southern driveway if vehicles are not parked on Leslie Street on the south side of the southern driveway, and they could turn out of approximately 35-foot-wide northern driveway onto southbound Leslie Street within the dimensions of the street, provided that vehicles are not parked on the south side of the driveway at 1031 Leslie Street across the street from the CNG site's north driveway. These locations already have red curbs to discourage motorists from parking there. The entire stretch of east side curb south of the CNG site's south driveway is painted red, and approximately 20 feet of the west side curb south of 1031 Leslie Street property's north driveway is

painted red. The full stretch of curb along west Leslie Street should be painted red, as shown in Figure 15, *Circulation Improvements*.

With regard to tractor trailers that are expected to be maneuvered into and out of the CNG fueling station, adequate turning radius is provided if the trailers use the fueling area on the right (east) side of the CNG dispenser islands. The turning radius for a WB-40 design vehicle (i.e., a tractor-trailer with a 40-foot wheel base) is 45 feet, which indicates that the trucks should have an outside diameter distance of 90 feet. The distance between the west curb of Leslie Street and the proposed CMU wall on the east side of the fueling station canopy is 94 feet; therefore, the minimum turning radius for a tractor-trailer is provided (see Figure 16, *Truck Turn Radius Plan*). However, no cars should be parked on the west curb of Leslie Street between the two driveways of 1031 Leslie Street property, and 30 feet south of the CNG site's northern driveway. Provided that these curb sides are painted red, Leslie Street could safely accommodate the complete movement into southbound traffic from the CNG site and into the CNG site from the northbound traffic.

Large trucks could not be accommodated in the fueling area on the left (west) side of the CNG dispenser island because they could not easily make the U-turn onto southbound Leslie Street. Therefore, installation of signs are recommended at the south end of the CNG dispenser island stating "Cars, Vans & Pick-up Trucks Only" (with an arrow pointing left) and "Large Vehicles" (with an arrow pointing right) to reduce potential conflict. These traffic design features are shown in Figure 15, *Circulation Improvements*.

To facilitate vehicle movements into and out of the CNG site and to minimize the occurrences of vehicles rolling over the curbs, it is recommended that the driveway approaches be designed with the tapers flaring outward instead of inward. It is also recommended that signs and pavement arrows be used at the ingress and egress driveways to inform motorists of the one-way circulation pattern at the CNG station. Therefore, with incorporation of project design features and mitigation measure, the proposed project would not result in a safety hazard due to design features.

Queuing Analysis at Imperial/Leslie Intersection

A queuing analysis was conducted for the intersection of Imperial Highway and Leslie Street to determine if the proposed project would overburden the storage capacity of the left turn pockets. Based on the results of the HCM analysis, the 95th percentile "back of queue" values for the "future with project" scenario are as shown below.

- Eastbound Left Turn Lane: AM Peak Hour, 3.2 vehicles; PM Peak Hour, 3.0 vehicles
- Southbound Left Turn Lane: AM Peak Hour, 2.2 vehicles; PM Peak Hour, 3.0 vehicles

If the partial vehicle values are rounded up to the nearest whole number, the eastbound left turn lane would have 4 vehicles stacked up during the AM peak hour and 3 vehicles stacked up during the PM peak hour. For purposes of the queuing analysis, it is assumed that the 4 vehicles during the AM peak hour would consist of 3 automobiles/pick-up trucks and 1 large truck, and that the 3 vehicles during the PM peak hour would consist of 2 autos/pick-ups and 1 large truck.

3. Environmental Analysis

Assuming that the autos/pick-ups would each occupy 25 linear feet (including spacing between vehicles) and that the truck would occupy 60 feet, the queuing demand for the eastbound left turn pocket would be 135 feet for the AM peak hour and 110 feet for the PM peak hour. Since the existing left turn pocket is 275 feet in length, the proposed project would not cause a queuing problem under normal circumstances.

The southbound left turn lane would have 3 vehicles stacked up during the AM and PM peak hours, which is assumed to consist of 2 autos/pick-up trucks and 1 large vehicle. This would result in a queuing demand of 110 feet. Since the existing left turn pocket is 110 feet in length, the proposed project would not cause a queuing problem under normal circumstances. No significant queuing impacts are anticipated, and no mitigation measures are required.

Project Design Features (PDF)

PDF-1 Two access driveways at the District Transportation Center (i.e., CNG site) should be designed so that the approaches have tapers that flare outward to widen the driveway along the curb line.

PDF-2 The following signs should be installed at south end of pump islands:

- "Cars, Vans & Pick-up Trucks Only" (with arrow pointing left)
- "Large Vehicles" (with arrow pointing right)

PDF-3 The south driveway should be painted "Entrance Only – Do Not Exit," and the north driveway should be painted "Exit Only – Do Not Enter."

PDF-4 The south driveway of the CNG site shall be striped with white pavement arrows pointing inward (to the east), and the north driveway shall be striped with white pavement arrows pointing outward (to the west).

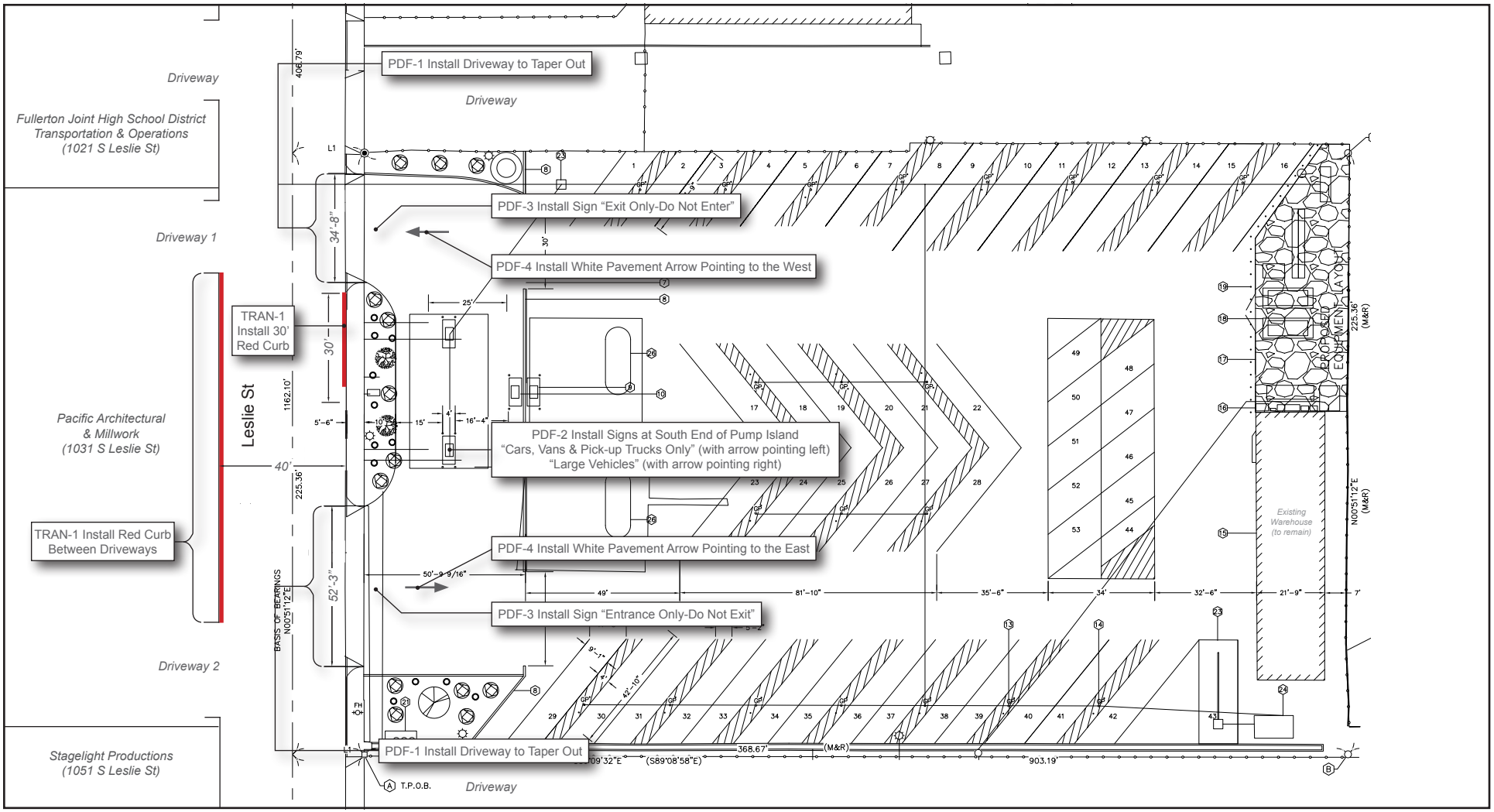
Mitigation Measure

TRANS-1 Fullerton Joint Union High School District shall request and coordinate with the City of La Habra to install red curb along Leslie Street at the following locations:

- East side of Leslie Street: South of the CNG site's north driveway for 30 feet (existing is 15 feet)
- West side: Between the two driveways at 1031 Leslie Street (existing is 20 feet)

Figure 15 - Circulation Improvements

3. Environmental Analysis



Red Curb PDF Project Design Feature
TRAN-1 Mitigation Measure

0 40
Scale (Feet)

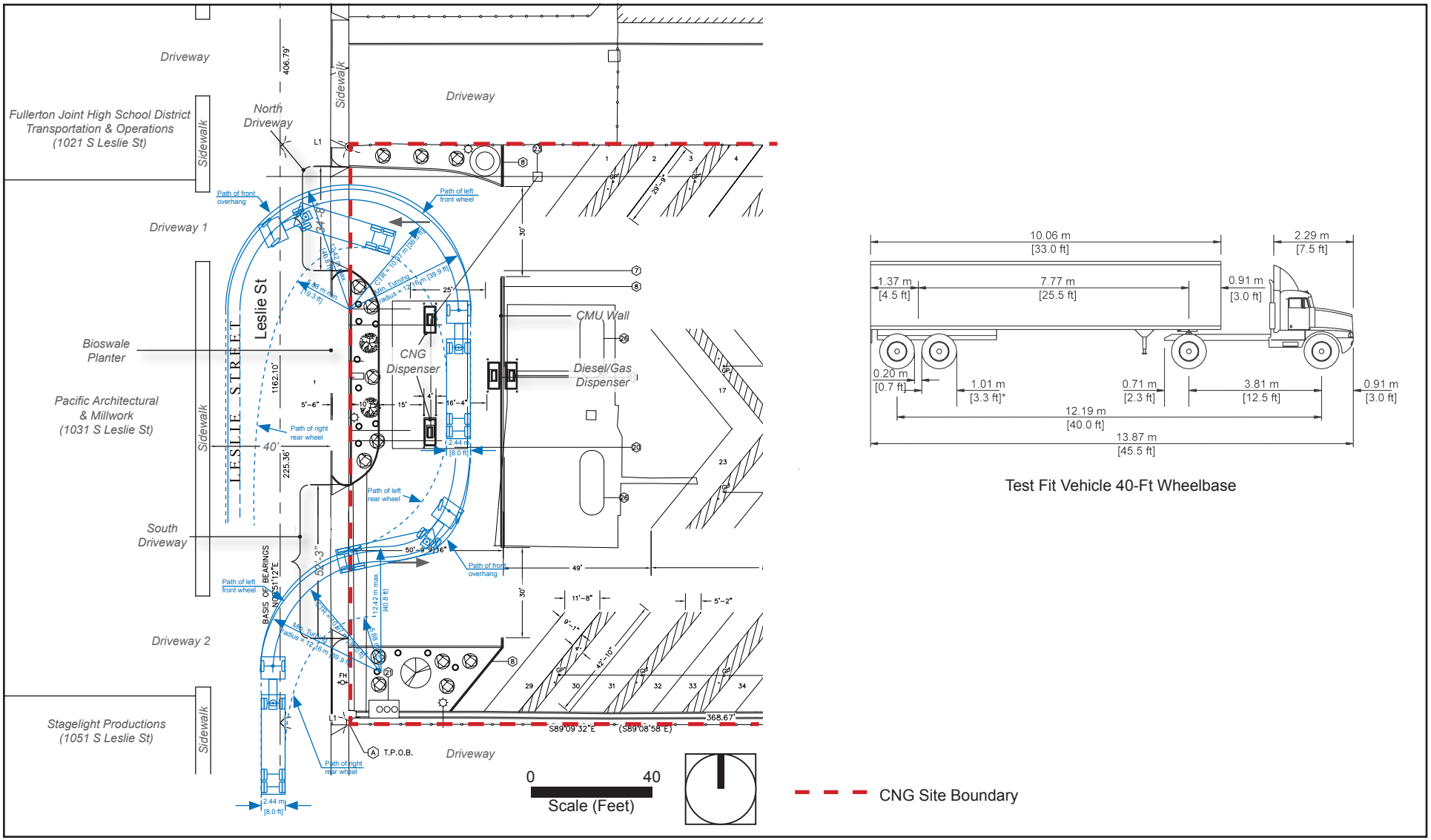
Base Source: Rosell Surveying and Mapping, Inc., 2015

3. Environmental Analysis

This page intentionally left blank.

Figure 16 - Truck Turn Radius Plan

3. Environmental Analysis



Test Fit Vehicle 40-Ft Wheelbase

Base Source: Rosell Surveying and Mapping, Inc., 2015; AASHTO, 2011

3. Environmental Analysis

This page intentionally left blank.

e) Result in inadequate emergency access?

Less Than Significant Impact. The proposed project would modify the existing driveways to better serve the proposed retail use. The proposed project would not change the offsite circulation system to affect the city's emergency access plan, and the onsite circulation would be required to be reviewed and approved by the Los Angeles County Fire Department. Compliance with the city's and LACoFD's standards would ensure that adequate emergency access is provided. Impacts would not be significant and no mitigation measures are required.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less Than Significant Impact. With regard to nonmotorized transportation infrastructure, the streets in the project area have sidewalks along both sides of the street at most locations. There are, however, no painted bicycle lanes in the vicinity of the project site. The Orange County Transportation Authority operates several bus lines in the project area, including Route 20 on Imperial Highway, Route 37 on Euclid Street, and Route 143 on Harbor Boulevard. The proposed project would not adversely affect the performance of these transit or nonmotorized transportation facilities. Instead, the proposed project would expand its capacity to serve the District's and other agencies' fleet service by providing additional CNG facilities. The proposed project would not involve any actions that would conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. No adverse impact is anticipated, and no mitigation measures are required.

g) Result in inadequate parking capacity?

Less Than Significant Impact. The parking lots at the CNG site and District M&O are used jointly by the two operations—most of the bus drivers park in the District M&O, and several of the M&O vehicles are parked in the CNG site. These two operations have a total of 158 vehicles (68 vehicles in the CNG site and 90 vehicles in the District M&O) and a combined total of 176 spaces. A parking study has been prepared for the proposed project and is included in Appendix F to this Initial Study. Table 21, *Summary of Parking Supply and Demand*, describes the number of parking spaces and vehicles operating at the DTC and District M&O as provided in the parking study. As shown, there is a surplus of 18 parking spaces between the two District facilities. Implementation of the proposed project would displace 24 parking spaces from the CNG site—from 80 spaces to 56 spaces—and add 14 spaces at the District M&O, from 96 spaces to 110 spaces.[18] The total number of vehicles (i.e., 176 vehicles) associated with the DTC and M&O operations would not change because the District's operation of these facilities would remain the same. The District's 51 buses (combined number of full-size and small buses) would be able to continue to park at the CNG site and share other spaces with the District M&O to accommodate other maintenance vehicles. Although the proposed project would reduce the surplus parking from 18 spaces to 2 space, there is adequate capacity to accommodate all District vehicles within the project site (i.e., CNG site and District M&O), and the project's parking impact would not be significant.

[18] Figures 8a and 8b show two parking plan options, providing either 13 or 14 parking spaces at the District M&O.

Table 21 Summary of Parking Supply and Demand

	Existing Conditions		With Proposed Project	
District Facility	Spaces	Vehicles	Spaces	Vehicles
CNG Site	80	68	56	56
District M&O	96	90	110	102
Total	176	158	160	158
	Surplus Parking	18	Surplus Parking	2

Source: Garland Associates, 2015.

As part of the parking study, the following operational measures were reviewed to improve the efficiency of the available parking supply. Although these are not required, they have been provided for informational purposes.

- **Park White-Fleet Drivers' Personal Vehicles in the White-Fleet Spaces:** This operational measure would require some or all of the white-fleet drivers to park their personal vehicle in the parking stall where their assigned work vehicle is parked. The designated parking spaces where the white-fleet vehicles are parked are generally empty during the day. This measure would provide the opportunity for the shared use of these parking spaces and thereby make other parking spaces available in the District M&O. The disadvantage would be that the assigned parking spaces for the white-fleet vehicles would not be readily available when the employees returned to the M&O site throughout the day and at the end of the day. During the times when an employee would have responsibilities at the M&O property, both the District vehicle and their personal vehicle would be parked in the lots, and the shared parking concept would be negated as two spaces would be occupied. This would occur at the beginning of the day, the end of the day, and at any interim time periods when the employee had duties at the M&O site. In addition, the shared use of a parking space for a District vehicle and an employee's personal vehicle would be inconvenient for the employee and could result in vehicle conflicts if numerous employees were making the vehicle exchange simultaneously.

- **Park Bus Drivers' Personal Vehicles in the Bus Stalls:** This operational measure would require some or all of the bus drivers to park their personal vehicle in the parking stall where their bus is parked. The designated parking stalls where the buses are parked are generally empty during the day. This measure would provide the opportunity for the shared use of these parking stalls and thereby make parking spaces available in the District M&O. The disadvantage would be that the assigned parking stalls for the buses would not be readily available when the bus drivers returned to the bus yard at midday and at the end of the day. In addition, the shared use of a parking stall for a bus and an employee's personal vehicle would be inconvenient for the bus drivers and could result in vehicle conflicts if numerous bus drivers were making the vehicle exchange simultaneously.

- **Remove Unused White-Fleet Vehicles:** There are several unused/inoperable white-fleet vehicles occupying spaces in the District M&O parking lot. In particular, vehicles of this type are being stored at the east end of the parking lot north of the main M&O building. The removal or relocation of these vehicles would render this area available for a more productive use.

3.17 UTILITIES AND SERVICE SYSTEMS

a) Exceed waste water treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. The project site is in the Santa Ana Regional Water Quality Control Board. The proposed project would not involve any additional sewer-generating use to add or change wastewater flows to affect existing wastewater treatment. No impact would occur, and no mitigation measures are required.

b) Require or result in the construction of new water or waste water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. No new water or wastewater treatment facilities would be required to implement the proposed project. The City of La Habra manages and operates its domestic water system and obtains its domestic water supply from groundwater and imported water sources. The city's groundwater comes from the La Habra Groundwater Basin, and imported water is purchased from the California Domestic Water Company and Metropolitan Water District of Southern California. The city's wastewater system collects from local sewers and conveys to the Orange County Sanitation District's sewer system, the Imperial Relief Interceptor in Imperial Highway, or the Miller Holder Trunk Sewer in Beach Boulevard, before being treated at the county sanitation district's wastewater treatment plant in Huntington Beach. The new CNG station would not involve any new water or wastewater connection and would not create additional demands for water or wastewater services. No impact would occur, and no mitigation measures are required.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The proposed project would reduce the impermeable area of the CNG site by 5,993 square feet by replacing the existing stormwater culvert along the southern boundary with a bioretention/bioinfiltration planter, providing a second bioretention/bioinfiltration planter near the center of the western boundary, and providing gravel ground cover for the relocated equipment area. These BMPs, as described by the WQMP, would reduce stormwater runoff volume to the existing drainage system. Construction of these BMPs would result in less than significant environmental effects. No changes to the impermeable area within the District M&O would occur. No mitigation measures are required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less Than Significant Impact. The CNG site has a car-washing area near the southeast corner, and the proposed project would provide an additional bus wash pad near the northwest corner. However, the new wash area would serve the existing District bus fleets and not the public vehicles using the CNG fueling station. Therefore, no new water demands would be created, and impacts would not be significant. No mitigation measures are required.

e) Result in a determination by the waste water 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?

No Impact. Orange County Sanitation District's Wastewater Treatment Plant 2 in Huntington Beach provides an average dry weather flow of 147 million gallons per day and has a design capacity of 276 million gallons per day. The proposed project would not require additional wastewater connection and would not result in additional sewer demands. No impact would occur, and no mitigation measures are required.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less Than Significant Impact. The proposed project would not increase the project's solid waste disposal needs at the project site. The additional vehicles using the CNG station would not be involved in activities that would generate additional solid waste. Moreover, no enclosed building space would be added. Solid wastes during construction would be sorted for recyclables and nonrecyclables before delivery to landfills. Orange County owns and operates three active landfills: Olinda Alpha Landfill at 1942 North Valencia Avenue in Brea; Frank R. Bowerman Landfill at 11002 Bee Canyon Access Road in Irvine; and Prima Deshecha Landfill at 32250 La Pata Avenue in San Juan Capistrano. The proposed project would not result in insufficient landfill capacity. Impacts would not be significant, and no mitigation measures are required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. Under AB 939, the Integrated Waste Management Act of 1989, the city is required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50 percent of their solid waste generation to recycling. The city implements municipal codes and ordinances that help to reduce the waste source and increase the diversion rate. In compliance with the city's 50 percent diversion goal, the District would continue to implement existing collection and diversion regulations and programs as applicable. Implementation of the proposed project would result in a negligible increase to the city's waste generation stream, and impacts would be less than significant. No mitigation measures are required.

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact With Mitigation Incorporated. The project site is fully developed and 100 percent impervious. The project site does not contain any sensitive biological resources. The proposed project would involve shallow trenching and excavation to place biofiltration systems, and would not impact natural soils below fill materials. Therefore, the potential discovery of subsurface cultural resources related to major

periods of California history or prehistory would be minimal. Furthermore, a standard mitigation measure has been incorporated to ensure that any unexpected discovery of archaeological resources is handled appropriately. No additional mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. After the imposition of the mitigation measures identified in this document, no significant project-level or cumulative impacts would occur. Mitigation measures have been identified for issues related to cultural resources and transportation/traffic. As discussed in the respective sections of the Initial Study, impacts would be largely site specific and would not be cumulatively considerable. No additional 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. As demonstrated in this Initial Study, the proposed project would not substantially increase environmental effects that would directly or indirectly affect human beings. No mitigation measures are required.

3. Environmental Analysis

This page intentionally left blank.

4. References

Airnav.com. 2016. Airport Information. https://www.airnav.com/airports/.

American Association of State Highway and Transportation Officials (AASHTO). 2011. A Policy on Geometric Design of Highway and Streets. 6th edition.

Bay Area Air Quality Management District (BAAQMD). 2011, Revised. California Environmental Quality Act Air Quality Guidelines.

Beranek, Leo. 1988. *Noise and Vibration Control*. Revised edition. Washington, D.C.: Institute of Noise Control Engineering.

Bies, David A. and Colin H. Hansen. 2009. *Engineering Noise Control: Theory and Practice*. 4th ed. New York: Spon Press.

California Air Pollution Control Officers Association (CAPCOA). 2013. California Emissions Estimator Model (CalEEMod). Version 2013.2.2. Prepared by ENVIRON International Corporation and the California Air Districts.

California Air Resources Board (CARB). 2008, October. Climate Change Proposed Scoping Plan, a Framework for Change.

———. 2012, Status of Scoping Plan Recommended Measures, http://www.arb.ca.gov/cc/scopingplan/status_of_scoping_plan_measures.pdf.

———. 2013, October 23. Proposed 2013 Amendments to Area Designations for State Ambient Air Quality Standards. http://www.arb.ca.gov/regact/2013/area13/area13isor.pdf.

———. 2014a, August 22. Area Designations Maps/State and National. http://www.arb.ca.gov/desig/adm/adm.htm.

———. 2014b, May 15. First Update to the Climate Change Scoping Plan: Building on the Framework, Pursuant to AB 32, The California Global Warming Solutions Act of 2006, http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm.

California Department of Conservation (DOC). 1998, April 15 (released). Seismic Hazard Zones, La Habra Quadrangle, Official Map. 2014.

———.California Important Farmland Finder (CIFF). http://maps.conservation.ca.gov/ciff/ciff.html.

4. References

California Department of Transportation (Caltrans). 2004, June. Transportation- and Construction-Induced Vibration Guidance Manual. Prepared by ICF International.

———. 2006. Traffic Noise Analysis Protocol.

———. 2009, November. Technical Noise Supplement ("TeNS"). Prepared by ICF International.

———. 2014, May. California Scenic Highways Mapping System. http://www.dot.ca.gov/hq/LandArch/scenic_highways/.

———, Division of Environmental Analysis. 2002, February. Transportation Related Earthborne Vibration (Caltrans Experiences). Technical Advisory, Vibration. TAV-02-01-R9601. Prepared by Rudy Hendricks.

Federal Emergency Management Agency (FEMA). 2009, December 3. Flood Map Service Center. http://msc.fema.gov/portal.

Federal Highway Administration (FHWA). 1978, December. Federal Highway Traffic Noise Prediction Model. United States Department of Transportation Report No. FHWA-RD77-108.

Federal Railroad Administration (FRA). 2016, January 22 (accessed). Office of Safety Analysis website database for Imperial Highway crossing. http://safetydata.fra.dot.gov/OfficeofSafety/PublicSite/Crossing/XingLocResults.aspx?state=06&countycity=1790%2c&railroad=&reportinglevel=ALL&radionm=City&street=imperial&xingtype=3&xingstatus=1&xingpos=1.

Federal Transit Administration (FTA). 2006, May. Transit Noise and Vibration Impact Assessment. United States Department of Transportation. FTA-VA-90-1003-06.

Governor's Office of Planning and Research (OPR). 2003, October. General Plan Guidelines 2003, Appendix C, Guidelines for the Preparation and Content of the Noise Element of the General Plan.

———. 2008, June. Technical Advisory, CEQA and Climate Change: Addressing Climate Change Through CEQA Review. http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf.

Harris, Cyril M. 1998. *Handbook of Acoustical Measurements and Noise Control*. Third edition. Woodbury, NY: Acoustical Society of America.

La Habra, City of. 2014a, January 21 (certified). City of La Habra Final Environmental Impact Report for General Plan 2035.

———. 2014b, January 21 (adopted). City of La Habra General Plan 2035.

———. 2015. City of La Habra Municipal Code. http://qcode.us/codes/lahabra/.

4. References

Office of Environmental Health Hazard Assessment (OEHHA). 2015, February. Air Toxics Hot Spots Program Risk Assessment Guidelines. Guidance Manual for Preparation of Health Risk Assessments. http://oehha.ca.gov/air/hot_spots/2015/2015GuidanceManual.pdf.

South Coast Air Quality Management District (SCAQMD). 1993. California Environmental Quality Act Air Quality Handbook.

———. 2008, July. Final Localized Significance Threshold Methodology. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf.

———. 2010, September 28. Greenhouse Gases (GHG) CEQA Significance Thresholds Working Group Meeting 15. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-main-presentation.pdf.

———. 2011. Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf.

———. 2013, February. Final 2012 Air Quality Management Plan. http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan.

Southern California Association of Governments (SCAG). 2012, April. 2012-2035 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS). http://rtpscs.scag.ca.gov/Pages/default.aspx.

United States Environmental Protection Agency (USEPA). 1971, December. Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances. Prepared by Bolt Beranek and Newman, Inc., Cambridge, MA for the U.S. EPA Office of Noise Abatement and Control. Washington, D.C.

———. 1974, March. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. U.S. EPA Office of Noise Abatement and Control, Washington, D.C.

———. 1978, November. Protective Noise Levels. EPA 550/9-79-100. Condensed version of USEPA 1971 and 1974.

United States Fish and Wildlife Service (USFWS). 2015a. National Wetlands Mapper. Accessed July 13, 2015. http://www.fws.gov/wetlands/Data/Mapper.html.

———. 2015b. Habitat Conservation Plans and Agreements Database. Accessed July 3, 2015. http://ecos.fws.gov/conserv_plans/public.jsp

4. References

This page intentionally left blank.

5. List of Preparers

FULLERTON JOINT UNION HIGH SCHOOL DISTRICT

Ron Lebs, Assistant Superintendent, Business Services

PLACEWORKS

Dwayne Mears, AICP, Principal

Elizabeth Kim, Associate

John Vang, Associate Planner

Steve Bush, Associate Engineer

Cary Nakama, Graphic Artist

GARLAND ASSOCIATES

Richard Garland, Principal

5. List of Preparers

This page intentionally left blank.

Appendix A Air Quality/GHG Data

Appendices

This page intentionally left blank.

Appendix B Health Risk Assessment Memo

Appendices

This page intentionally left blank.

Appendix C Water Quality Management Plan

Appendices

This page intentionally left blank.

Appendix D Noise Data

Appendices

This page intentionally left blank.

Appendix E Traffic Study

Appendices

This page intentionally left blank.

Appendix F Parking Study

Appendices

This page intentionally left blank.