

# Chapter 2

## Comments Received and Responses to Comments

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### Introduction

In accordance with Section 15088 of the State CEQA Guidelines, the City has evaluated the comments received on the draft EIR for the proposed Sports Park and Recreation Center and has prepared written responses to these comments. This chapter contains copies of the comments received during the public review process and provides an evaluation and written responses for each of these comments.

### Comments Received

During the public review period for the project which began on December 20, 2010, and ended on February 2, 2011, the City received 15 comment letters from agencies, organizations, and individuals. The commenting parties are listed below, along with a corresponding letter, which identifies the comment letters and the responses to comments provided in this chapter.

Comment Letter	Name/Agency	Correspondence Date
A	Scott Morgan, Governor's Office of Planning and Research	February 3, 2011
B	Christopher Herre, California Department of Transportation (Caltrans)	January 31, 2011
C	Greg Holmes, Department of Toxic Substances Control	January 25, 2011
D	Ian MacMillan, South Coast Air Quality Management District	February 2, 2011
E	Michele Hernandez, Orange County Fire Authority	January 3, 2011
E	Michael Balsamo, Orange County Public Works	January 28, 2011
G	Amanda Morrell, City of Lake Forest Parks and Recreation Commissioner	January 26, 2011
H	John Irish, City of Lake Forest Parks and Recreation Commissioner	February 1, 2011
I	Charles E. Wilson, AICP, City of Mission Viejo, Community Development Department	February 1, 2011
J	Lance Quaranto, City of Rancho Santa Margarita	February 3, 2011
K	Doug Cirbo, Regional Commissioner AYSO Lake Forest	January 31, 2011
L	Melora Kloeckner, President, Friends of Lake Forest Animals	February 2, 2011
M	Nita Desai	December 22, 2010
N	Clair McGirr	December 24, 2010
O	Rob Henslick	December 27, 2010

## Comments and Responses to Comments

This section includes all written comments on the draft EIR received by the City and the responses to those comments in accordance with Section 15088 of the State CEQA Guidelines. In accordance with the CEQA Guidelines, responses are prepared for those comments that address the sufficiency of the environmental document regarding the adequate disclosure of environmental impacts and methods to avoid or mitigate those impacts. Additionally, it should be noted that comments by public agencies should be limited to those aspects of a project that are within its area of expertise or which are required to be carried out or approved by the agency, and such comments must be supported by substantial evidence. (CEQA Guidelines Section 15204)



JERRY BROWN  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE of PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT

Letter A



February 3, 2011

RECEIVED

FEB 07

CITY OF LAKE FOREST  
DEVELOPMENT SERVICES DEPT

Cheryl Kuta  
City of Lake Forest  
25550 Commercentre Drive  
Lake Forest, CA 92630

Subject: City of Lake Forest Sports Park and Community Center  
SCH#: 2009061020

Dear Cheryl Kuta:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on February 2, 2011, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

A-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044  
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2009061020  
**Project Title** City of Lake Forest Sports Park and Community Center  
**Lead Agency** Lake Forest, City of

**Type** EIR Draft EIR  
**Description** The project involves the phased development of a sports park with athletic fields, hard courts, play grounds, trail connections, and a recreation center.

**Lead Agency Contact**

**Name** Cheryl Kuta  
**Agency** City of Lake Forest  
**Phone** (949) 461- 3479 **Fax**  
**email**  
**Address** 25550 Commercentre Drive  
**City** Lake Forest **State** CA **Zip** 92630

**Project Location**

**County** Orange  
**City**  
**Region**  
**Lat/ Long** 33° 39' 47.22" N / 117° 39' 24.73" W  
**Cross Streets** El Toro Road/Portola Prkwy, and south of SR-241  
**Parcel No.** 104-541-28,26;104-143-42,606-161-10+  
**Township** 6S **Range** 7,8W **Section** 7 **Base** SBB&M

**Proximity to:**

**Highways** SR 241  
**Airports**  
**Railways**  
**Waterways** Aliso Creek  
**Schools** Trabuco Hills High, Lake Forest ES  
**Land Use** Open Space, Mining, Vacant  
 Z: Open Space, Urban Activity, Business Park  
 GP: Community Park/Open Space, Regional Park/Open Space, Open Space, Commercial, Business Park

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Minerals; Noise; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Wildlife; Landuse; Cumulative Effects

**Reviewing Agencies** Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 12; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 9; Native American Heritage Commission; Department of Toxic Substances Control

**Date Received** 12/20/2010 **Start of Review** 12/20/2010 **End of Review** 02/02/2011

Note: Blanks in data fields result from insufficient information provided by lead agency.

## **Comment Letter A. Scott Morgan, Governor's Office of Planning and Research**

### **Response to Comment A-1**

The City acknowledges the comment letter from the Department of Toxic Substances Control. Responses to comments from the Department of Toxic Substances Control comment letter are provided below in Responses to Comment Letter C. The City also notes the State Clearinghouse's acknowledgement that the City has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to CEQA.

Letter B

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

JERRY BROWN, Governor

**DEPARTMENT OF TRANSPORTATION**

District 12  
3347 Michelson Drive, Suite 100  
Irvine, CA 92612-8894  
Tel: (949) 724-2241  
Fax: (949) 724-2592



*Flex your power!  
Be energy efficient!*

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FEB 03

CITY OF LAKE FOREST  
DEVELOPMENT SERVICES DEPT

File: IGR/CEQA

SCH#: 2009061020

Log #: 2290A

SR-241

January 31, 2011

Cheryl Kuta  
City of Lake Forest  
25550 Commercentre Drive  
Lake Forest, CA 92630

**Subject: Lake Forest Sports Park and Community Center**

Dear Ms. Kuta,

Thank you for the opportunity to review and comment on the **Draft Environmental Impact Report (DEIR) for the Lake Forest Sports Park and Community Center Project**. The proposed project includes the acquisition of property from the County of Orange as well as private landowners, and phased construction of a sports park with athletic fields, hard courts, playgrounds, trail connections and a community center. The project site is located southwest of the intersection of Portola Parkway and El Toro Road in the City of Lake Forest. The nearest State route to this project is SR-241.

**The Department of Transportation (Department) is a commenting agency** on this project and has no comment at this time. However, in the event of any activity in the Department's right-of-way, an encroachment permit will be required.

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Marlon Regisford at (949) 724-2241.

Sincerely,

Christopher Herre, Branch Chief  
Local Development/Intergovernmental Review

C: Terry Roberts, Office of Planning and Research

*"Caltrans improves mobility across California"*

## **Comment Letter B. Christopher Herre, California Department of Transportation (Caltrans)**

### **Response to Comment B-1**

Thank you for your comment. The City acknowledges that the Department does not have any comments on the Draft EIR. The proposed project would not involve work within the Department's right-of-way. No further response is warranted.



**Linda S. Adams**  
Acting Secretary for  
Environmental Protection



## Department of Toxic Substances Control

Leonard E. Robinson  
Acting Director  
5796 Corporate Avenue  
Cypress, California 90630



**Edmund G. Brown Jr.**  
Governor

Letter C

January 25, 2011

RECEIVED

JAN 31

CITY OF LAKE FOREST  
DEVELOPMENT SERVICES DEPT

Ms. Cheryl Kuta, Planning Manager  
City of Lake Forest  
25550 Commercenter Drive, Suite 100  
Lake Forest, California 92630  
ckuta@ci.lake-forest.ca.us

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE  
CITY OF LAKE FOREST SPORTS PARK AND RECREATION CENTER PROJECT,  
(SCH#2009061020), ORANGE COUNTY

Dear Ms. Kuta:

The Department of Toxic Substances Control (DTSC) has received your submitted Draft Environmental Impact Report (PEIR) for the above-mentioned project. The following project description is stated in your document: "The City of Lake Forest (City) is proposing to develop a new sports park and recreation center approximately 90 gross acres of land in the northeastern portion of the City near the intersection of Portola Parkway and El Toro Road. The proposed project consists of active and passive recreational uses that will be phased as private property acquisitions are negotiated and funding is secured. A number of potential access locations are currently under consideration and will depend on timing of property acquisition and phasing of the proposed project. The project is anticipated to occur in two to three phases".

Based on the review of the submitted document DTSC has the following comments:

- 1) DTSC provided comments on the project Notice of Preparation (NOP) on July 1, 2009; some of those comments have been addressed in the submitted draft Environmental Impact Report. Please ensure that all those comments will be addressed in the final EIR. C-1
- 2) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see [www.dtsc.ca.gov/SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489. C-2

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Ms. Cheryl Kuta  
January 25, 2011  
Page 2

If you have any questions regarding this letter, please contact Rafiq Ahmed, Project Manager,  
at [rahmed@dtsc.ca.gov](mailto:rahmed@dtsc.ca.gov), or by phone at (714) 484-5491.

Sincerely,



Greg Holmes  
Unit Chief  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov).

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
P.O. Box 806  
Sacramento, California 95812  
[ADelacr1@dtsc.ca.gov](mailto:ADelacr1@dtsc.ca.gov)

CEQA # 3106



Linda S. Adams  
Secretary for  
Environmental Protection



## Department of Toxic Substances Control

Maziar Movassaghi  
Acting Director  
5796 Corporate Avenue  
Cypress, California 90630



Arnold Schwarzenegger  
Governor

Letter C -  
Attachment

July 1, 2009

Ms. Cheryl Kuta, Planning Manager  
City of Lake Forest  
25550 Commercentre Drive, Suite 100  
Lake Forest, California 92630

RECEIVED

JUL 02 2009

CITY OF LAKE FOREST  
DEVELOPMENT SERVICES DEPT

NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT FOR  
CITY OF LAKE FOREST SPORTS PARK AND COMMUNITY CENTER PROJECT  
(SCH# 2009061020), CITY OF LAKE FOREST, ORANGE COUNTY

Dear Ms. Kuta:

The Department of Toxic Substances Control (DTSC) has received your submitted Initial Study and Notice of Preparation (NOP) for a subsequent draft Environmental Impact Report (EIR) No. 507 for the above-mentioned Project. The following project description is stated in your document: "The City of Lake Forest (City) is proposing to develop a new sports park in the northeastern portion of the City. The project site encompasses approximately 90 gross acres located southwest of the intersection of Portola Parkway and El Toro Road and south of SR-241. The City is proposing to develop a number of active and passive park facilities on the project site, and construct Rancho Parkway between Portola Parkway and Lake Forest Drive. The park would be developed in phases based on the acquisition of parcels associated with the overall site. The surrounding land uses consists of a mix residential, commercial, and light industrial uses. The project site is mostly open space, vacant and undeveloped land. However, a portion of the site area has an active sand mining operation and commercial nursery and is highly disturbed." DTSC has the following comments:

- 1) The EIR should identify the current or historic uses at the project site that may have resulted in a release of hazardous wastes/substances, and any known or potentially contaminated sites within the proposed Project area. For all identified sites, the EIR should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the pertinent regulatory agencies:
  - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).

C-1-1

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Ms. Cheryl Kuta  
July 1, 2009  
Page 2

- Envirostor: A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).
  - Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
  - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
  - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations. C-1-1
  - Leaking Underground Storage Tanks (LUST) / Spills, Leaks, Investigations and Cleanups (SLIC): A list that is maintained by Regional Water Quality Control Boards.
  - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
  - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents. Please see comment No. 11 below for more information. C-1-2
- 3) All environmental investigations, sampling and/or remediation for the site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found should be clearly summarized in a table. C-1-3
- 4) Proper investigation, sampling and remedial actions overseen by the respective regulatory agencies, if necessary, should be conducted at the site prior to the C-1-4

Ms. Cheryl Kuta  
July 1, 2009  
Page 3

- new development or any construction. All closure, certification or remediation approval reports by these agencies should be included in the EIR.
- 5) If buildings or other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should be conducted for the presence of other related hazardous chemicals, lead-based paints or products, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies. C-1-5
  - 6) Project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination. C-1-6
  - 7) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. If it is found necessary, a study of the site and a health risk assessment overseen and approved by the appropriate government agency and a qualified health risk assessor should be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment. C-1-7
  - 8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA. C-1-8
  - 9) If during construction/demolition of the project, the soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. C-1-9
  - 10) If the site was used for agricultural, livestock or related activities, onsite soils and groundwater might contain pesticides, agricultural chemical, organic waste or C-1-10

Ms. Cheryl Kuta  
July 1, 2009  
Page 4

other related residue. Proper investigation, and remedial actions, if necessary, should be conducted under the oversight of and approved by a government agency at the site prior to construction of the project.

- 11) DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see [www.dtsc.ca.gov/ SiteCleanup/Brownfields](http://www.dtsc.ca.gov/SiteCleanup/Brownfields), or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

C-1-11

If you have any questions regarding this letter, please contact Mr. Rafiq Ahmed, Project Manager, at [rahmed@dtsc.ca.gov](mailto:rahmed@dtsc.ca.gov) or by phone at (714) 484-5491.

Sincerely,



Greg Holmes  
Unit Chief  
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, California 95812-3044  
[state.clearinghouse@opr.ca.gov](mailto:state.clearinghouse@opr.ca.gov)

CEQA Tracking Center  
Department of Toxic Substances Control  
Office of Environmental Planning and Analysis  
1001 I Street, 22nd Floor, M.S. 22-2  
Sacramento, California 95814  
[nritter@dtsc.ca.gov](mailto:nritter@dtsc.ca.gov)

CEQA # 2625

## **Comment Letter C. Greg Holmes, Department of Toxic Substances Control**

### **Response to Comment C-1**

The City acknowledges that the Draft EIR addresses the comments provided on the NOP during the scoping period for the draft EIR (see attached comment letter dated July 1, 2009). A response for each comment in the scoping letter is provided below.

### **Response to Comment C-2**

Refer to Response to Comment C-1.

### **Response to Scoping Comment C-1-1**

Pages 3.7-2 and 3.7-5 of the draft EIR summarize the results of the environmental database searches that were conducted within a 1-mile radius around the Glass Creek and the Baker Ranch Parcels. The environmental database searches identified several sites within a 1-mile radius of the project site that are known to handle hazardous materials. According to the environmental database searches, it is unlikely that offsite properties have affected the environmental conditions at the project site. This section of the draft EIR also summarizes the historic and current uses of the project site. The draft EIR concluded that the project site has not been classified as being a hazardous material site or as having previous hazardous material release. No further analysis is warranted.

### **Response to Scoping Comment C-1-2**

Page 3.7-11 of the draft EIR concluded that that the project site has not been classified as a hazardous material site or as having previous hazardous material release, and would not create a significant hazard to the public or the environment. Therefore, no impacts would occur. As a result, there is no need to initiate any additional investigations or remediation for the site.

### **Response to Scoping Comment C-1-3**

Refer to Response to Scoping Comment C-1-2. There is no need to conduct environmental investigations, sampling, and/or remediation for the project site.

### **Response to Scoping Comment C-1-4**

Refer to Response to Scoping Comment C-1-2. There is no need to conduct environmental investigations, sampling, and/or remediation for the project site.

### **Response to Scoping Comment C-1-5**

Page 3.7-11 of the draft EIR states that:

“Currently there is an approved reclamation plan in place. The reclamation plan identifies that the sand aggregate currently mined will be completely removed prior to closure, along with all equipment and structures used to support the mining operation. Per the requirements of the reclamation plan, the site has been vacated as of November 15, 2010 and the equipment and structures used to support the mining operation have been removed and some of the equipment has

been relocated north of the project site. Removal of the small septic tank and associated PVC piping, piles of Class 2 Road Base crushed concrete, two catchment basins, wheel wash, desilting basin, and two concrete pads would be required prior to grading activities. No hazards are anticipated to be associated with the removal of the septic tank, concrete, PVC piping due to the age and small size of the septic tank, and quantity of piping and concrete.”

No additional investigations are needed since the potential for encountering hazardous chemicals, lead-based paints or products, and asbestos containing materials (ACMs) is not anticipated due to the age and small size of the septic tank, and quantity of piping and concrete. In addition, the results of the Phase I Environmental Site Assessments (ESAs) conducted for the project site have concluded that the potential for encountering contaminated soils and/or groundwater and hazardous chemicals during soil excavation or filling is not likely.

### **Response to Scoping Comment C-1-6**

Refer to Response to Scoping Comment C-1-1. The results of the Phase I ESAs conducted for the project site do not indicate any potential for encountering contaminated soils during soil excavation or filling.

### **Response to Scoping Comment C-1-7**

As summarized on pages 3.7-2 to 3.7-5 of the draft EIR, Phase 1 ESAs were prepared for the Glass Creek Parcel and the adjacent El Toro Materials company site. The project site has not had a hazardous material release in the past nor does the project involve the use or transport of hazardous materials; therefore, there is no potential for any future releases of hazardous materials that would affect any nearby sensitive receptors. Preparation of a health risk assessment to analyze potential construction and demolition effects to sensitive receptors is not needed.

### **Response to Scoping Comment C-1-8**

As stated in the Initial Study Checklist/Notice of Preparation prepared for the project, the proposed project would not involve the transport or storage of hazardous materials on site. Construction activities may include the temporary use of some hazardous agents such as paints, oils, solvents, and cleansers, as well as temporary storage of these materials and fuel on site. However, the amount of chemical agents typically used during construction would be limited, and would be in compliance with the City’s Municipal Code, Chapter 6.16.040, Hazardous Materials Disclosure. Therefore, impacts related to this issue were found to be less than significant in the Initial Study Checklist/Notice of Preparation and were not carried forward for discussion in the draft EIR.

### **Response to Scoping Comment C-1-9**

Refer to Response to Scoping Comment C-1-1. Based on the results of the Phase I ESAs conducted for the project site, the potential for encountering contaminated soils and/or groundwater during soil excavation or filling is not likely.

### **Response to Scoping Comment C-1-10**

The project site was not used for agricultural, livestock, or related activities. Based on the results of the Phase I ESAs conducted for the project site, the potential for encountering contaminated soils and/or groundwater during soil excavation or filling is not likely.

## **Response to Scoping Comment C-1-11**

Your comment is acknowledged. Refer to Response to Scoping Comments C-1-5, C-1-7, and C-1-10. Based on the studies completed to date for the proposed project, no cleanup oversight is anticipated to be needed.



Letter D



**South Coast  
Air Quality Management District**  
21865 Copley Drive, Diamond Bar, CA 91765-4182  
(909) 396-2000 • www.aqmd.gov

E-Mailed: February 2, 2011  
ckuta@lakeforestca.gov

February 2, 2011

Ms. Cheryl Kuta, Planning Manager  
Community Services Department  
25550 Commerce Drive, Suite 100  
Lake Forest, CA 92630

**Review of the Draft Environmental Impact Report (Draft EIR)  
for the Proposed Lake Forest Sports Park and Recreation Center Project**

The South Coast Air Quality Management District (AQMD) appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the lead agency and should be incorporated into the final Environmental Impact Report (final EIR) as appropriate.

The AQMD staff is concerned about the project's close proximity (less than 100 feet) to an active mining operation. Given that the proposed project is considered a sensitive land use the AQMD staff is specifically concerned about potential health risk impacts from operational activities at the mine. Therefore, AQMD staff requests that the lead agency conduct a Health Risk Assessment (HRA) to determine that the potential health risk impacts from all mining activities are less than significant or provide a condition of project approval which ensures that all mining activity will cease prior to operation of the proposed project. Also, the AQMD staff recommends that pursuant to Section 15370 of the California Environmental Quality Act (CEQA) Guidelines additional mitigation measures are considered to minimize the project's significant air quality impacts. Details regarding these comments are attached to this letter.

D-1

D-2

Pursuant to Public Resources Code Section 21092.5, AQMD staff requests that the lead agency provide the AQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the lead agency

D-3

Ms. Cheryl Kuta  
Planning Manager

2

February 2, 2011

to address these issues and any other questions that may arise. Please contact Dan Garcia, Air Quality Specialist CEQA Section, at (909) 396-3304, if you have any questions regarding the enclosed comments.

Sincerely,



Ian MacMillan  
Program Supervisor, CEQA Inter-Governmental Review  
Planning, Rule Development & Area Sources

Attachment

IM:DG

ORC101228-02  
Control Number

Ms. Cheryl Kuta  
Planning Manager

3

February 2, 2011

#### Health Risk Impacts

1. Based on the project description found in chapter two of the draft EIR the proposed project is located adjacent to an active mining operation (i.e., Baker Ranch Property) that was scheduled to cease activity on November 15, 2010. However, according to the lead agency an active mining permit remains at the Baker Ranch Property.<sup>1</sup> The proposed project (i.e., recreational park) is considered a sensitive land<sup>2</sup>, therefore, AQMD staff is concerned about the potential health risk impacts from mining activity that could occur less than 100 feet from the project site. As a result, the AQMD staff requests that the lead agency conduct a HRA to evaluate the potential health risk impacts to sensitive receptors at the project site from toxic air pollutants emitted by the mining operation or provide a condition of approval that ensures mining activity will cease at the Baker Ranch Property prior to the operational phase of the proposed project. In the event that a HRA demonstrates significant impacts the lead agency should provide mitigation to minimize these impacts pursuant to Section 15370 of the CEQA Guidelines.

#### Mitigation Measures for Construction Air Quality Impacts

2. Given that the lead agency's construction air quality analysis demonstrates significant air quality impacts from NOx, PM10 and PM2.5 emissions the AQMD staff recommends that the lead agency provide additional mitigation pursuant to CEQA Guidelines §15370. Specifically, AQMD staff recommends that the lead agency minimize or eliminate significant adverse air quality impacts by adding the mitigation measures provided below.
  - Provide temporary traffic controls such as a flag person, during all phases of construction to maintain smooth traffic flow,
  - Provide dedicated turn lanes for movement of construction trucks and equipment on- and off-site,
  - Reroute construction trucks away from congested streets or sensitive receptor areas,
  - Appoint a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation,
  - Improve traffic flow by signal synchronization, and ensure that all vehicles and equipment will be properly tuned and maintained according to manufacturers' specifications,
  - Require the use of 2010 and newer diesel haul trucks (e.g., material delivery trucks and soil import/export).

<sup>1</sup> Based on AQMD staff's phone communication with Ms. Cheryl Kuta in January of 2011.

<sup>2</sup> California Air Resources Board. April 2005. "Air Quality and Land Use Handbook: A Community Health Perspective." Accessed at: <http://www.arb.ca.gov/ch/landuse.htm>

Ms. Cheryl Kuta  
Planning Manager

4

February 2, 2011

Further, AQMD staff recommends that the lead agency revise Mitigation Measure AQ-1 as follows:

- During project construction, all internal combustion engines/construction equipment operating on the project site will meet EPA-Certified Tier 2 emissions standards, or higher according to the following:
  - ✓ Project Start, to December 31, 2011: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 2 offroad emissions standards. In addition, all construction equipment shall be outfitted with the BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
  - ✓ January 1, 2012, to December 31, 2014: All offroad diesel-powered construction equipment greater than 50 hp shall meet Tier 3 offroad emissions standards. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
  - ✓ Post-January 1, 2015: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.
  - ✓ A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.
  - ✓ Encourage construction contractors to apply for AQMD "SOON" funds. Incentives could be provided for those construction contractors who apply for AQMD "SOON" funds. The "SOON" program provides funds to accelerate clean up of off-road diesel vehicles, such as heavy duty construction equipment. More information on this program can be found at the following website: <http://www.aqmd.gov/tao/Implementation/SOONProgram.htm>

For additional measures to reduce off-road construction equipment, refer to the mitigation measure tables located at the following website:  
[www.aqmd.gov/ceqa/handbook/mitigation/MM\\_intro.html](http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html).

## Comment Letter D. Ian MacMillan, South Coast Air Quality Management District

### Response to Comment D-1

As mentioned in the draft EIR, as of November 15, 2010, El Toro Materials has vacated the Baker Ranch Property. In late November 2010, a portion of the property was transferred to the City. The City of Lake Forest does not intend to conduct any mining operations on this property and is seeking to remove the land it purchased from the permit under SMARA.

All of the land on the Baker Ranch Parcel has now been disturbed through the mining process, and most of the materials have been removed from the site. According to correspondence between the City and Baker Ranch Properties (email to Ron Santos, City of Lake Forest from Larry Tucker, Baker Ranch Properties, on January 27, 2011), no mining activity is planned for the 30.268 acres until a development plan for its ultimate use is approved for that site. Once approval is granted and permits are issued, the land will be graded for its ultimate use, in effect executing the final phase of mining activity. In the meantime, the land is not proposed to be altered and no mining is expected to take place on the property. The mining related equipment has been auctioned off and or scrapped and the majority of the equipment has been removed from the site (email to Ron Santos, City of Lake Forest from Larry Tucker, Baker Ranch Properties, on January 27, 2011).

A screening-level health risk assessment (HRA) (see Attachment B) was conducted to ascertain the incremental cancer risk to park users of siting the proposed park adjacent to on-going mining activity. The HRA concluded that incremental cancer risk related to diesel particulate matter (DPM) emissions inhalation would be 4.29 in 1,000,000 ( $4.29 \times 10^{-6}$ ) at the maxim exposed individual (MEI) receptor location. As this level of carcinogenic risk is below the South Coast Air Quality Management District's established significance threshold of 10 in 1,000,000 ( $10.0 \times 10^{-6}$ ), impacts would be less than significant, and no mitigation measures are required. In addition, for non-carcinogenic effects, the maximum hazard index is 0.01, which is less than the threshold of 1.0.

### Response to Comment D-2

The commenter recommends additional mitigation measures to further minimize significant air quality impacts. The recommended mitigation measures have been added to the final EIR, as shown in Chapter 3 of this Final EIR, Errata to the Draft EIR. The inclusion of these additional mitigation measures merely amplifies information, and does not alter any of the conclusions already contained in the draft EIR. Therefore, because the additional measures do not constitute significant new information, no recirculation is required.

It is unknown whether it is feasible to provide dedicated turn lanes for construction on Rancho Parkway, as requested in the comment letter. The feasibility of providing dedicated turn lanes during construction on Rancho Parkway and Portola Parkway will be studied in more detail and addressed during the preparation and implementation of the Construction Traffic Management Plan that will be addressed as part of Mitigation Measure TC-1.

### **Response to Comment D-3**

Thank you for your comment. Written responses will be provided to your agency prior to the adoption of the final EIR pursuant to Public Resources Code Section 21092.5 and CEQA Guidelines Section 15088.

Letter E



**ORANGE COUNTY FIRE AUTHORITY**

P.O. Box 57115, Irvine, CA 92619-7115 • 1 Fire Authority Rd., Irvine, CA 92602

Keith Richter, Fire Chief

(714) 573-6000

January 3, 2011

City of Lake Forest  
25550 Commercecentre Dr #100  
Lake Forest, CA 92630  
Attn: Cheryl Kuta, Planning Manager

SUBJECT: Sports Park and Recreation Center DEIR

Dear Ms. Kuta

Thank you for the opportunity to review the subject document. The Orange County Fire Authority (OCFA) provides fire protection and emergency medical services response to the project area. We request the following mitigations for the proposed project:

- To maintain response standards, ensure that any new or impacted signal in the project area is equipped with a preemptive device as approved by the City Traffic Engineer and the OCFA | E-1
- Any electronically opened gate shall install a preemptive device as approved by OCFA and OCSD | E-2

In addition, we would like to point out that all standard conditions with regard to development, including water supply, emergency access, road grades and width, access, and the like will be applied to this project. Please contact me at 714-573-6199 if you need further information on this matter. | E-3

Sincerely,

Michele Hernandez  
Management Analyst  
Strategic Services

Serving the Cities of: Aliso Viejo • Buena Park • Cypress • Dana Point • Irvine • Laguna Hills • Laguna Niguel • Laguna Woods • Lake Forest • La Palma • Los Alamitos • Mission Viejo • Placentia • Rancho Santa Margarita • San Clemente • San Juan Capistrano • Seal Beach • Stanton • Tustin • Villa Park • Westminster • Yorba Linda • and Unincorporated Areas of Orange County

RESIDENTIAL SPRINKLERS AND SMOKE DETECTORS SAVE LIVES

## **Comment Letter E. Michele Hernandez, Orange County Fire Authority**

### **Response to Comment E-1**

Thank you for your comment. The City will equip preemptive devices onto new and impacted signals to maintain adequate emergency response.

### **Response to Comment E-2**

The proposed project design does not currently include any electronic gates. However, should such a feature be included during final design, the City will coordinate approval of a preemptive device through the OCFA plan check process and through coordination with the City's police services staff from OCSD.

### **Response to Comment E-3**

Thank you for your comment. The City will submit the final design to OCFA through the standard plan check process to receive all applicable conditions of approval.





Letter F

Jess A. Carbajal, Director  
300 N. Flower Street  
Santa Ana, CA

P.O. Box 4048  
Santa Ana, CA 92702-4048

Telephone: (714) 834-2300  
Fax: (714) 834-5188

RECEIVED

FEB 02

NCL 10-053

CITY OF LAKE FOREST  
DEVELOPMENT SERVICES DEPT

January 28, 2011

Ms. Cheryl Kuta, Planning Manager  
City of Lake Forest  
25550 Commonwealth Drive, Suite 100  
Lake Forest, California 92630

SUBJECT: Notice of Availability of Draft Environmental impact Report - NCL10-053

Dear Ms. Kuta:

The County of Orange has reviewed the Notice of Availability of Draft Environmental impact Report located in the City of Lake Forest and offers the following comments:

Flood Programs :

In response to your request dated December 30, 2010, Flood Programs/Hydrology has reviewed the Notice of Availability of the Draft EIR for the City of Lake Forest Sports Park and Recreation Center and offers the following comments for your consideration:

1. The site appears to drain via local storm drains to the Orange County Flood Control District (OCFCD) facility Aliso Creek Channel (J01). As indicated in the Draft EIR (page 3.8-17), the impact of the construction of the proposed project on the drainage pattern and runoff will be substantial. The Draft EIR's mitigation measure HWQ-1 requires a hydrology and hydraulics study prior to issuance of a grading permit. It is preferable to conduct such a study now as a part of the EIR, in order to identify and assess the impacts of grading or construction of any drainage infrastructure needed to ensure that pre-and post-project site discharges are the same and no discharges in addition to the existing are delivered to the downstream facilities. F-1
2. All hydrologic and hydraulics studies should conform to the current guidelines and criteria specified in the Orange County Hydrology Manual (OCHM), Addendum No. 1 to the OCHM and the Orange County Flood Control Design Manual. F-2

If you have any questions regarding these flood related comments, please contact Anna Brzezicki at 834-5029.

Cheryl Kuta, Planning Manager  
January 28, 2011  
Page 2

Environmental Resources

Environmental Resources has reviewed the document. It is noted the project is located partially within the sphere of authority of the Santa Ana Regional Water Quality Control Board and partially within the sphere of authority of the San Diego Regional Water Quality Control Board, thus triggering requirements to address water quality regulations of both, which the EIR has noted and addressed. The following comments are offered:

1. On Page 3.8-10, last paragraph, there is a reference to State NPDES General Construction Order 99-08-DWQ, which is outdated. The current reference is 2009-0009-DWQ. F-3
2. On Page 3.8-11, third paragraph, there is a reference to Regional NPDES General Order R8-2004-0021 (NPDES No. CAG998002), which is outdated. The current reference is R8-2009-0045 and R8-2007-0041. F-4
3. On Page 3.8-11, third paragraph, there is a reference to Regional NPDES General Order 2001-96 (NPDES No. AG919002), which is outdated. The current reference is Order R9-2008-0002, CAG919002. F-5
4. On Page 3.8-20, third paragraph, there is a reference to Mitigation Measure HWQ-2, which itself is not presented until several pages later, on 3.8-27. It follows by stating that "with the incorporation of Mitigation Measure HWQ-1, impacts would be less than significant". This is not the same wording as appears in the same section on the previous page, which states "with the incorporation of the WQMP and Mitigation Measure HWQ-1, impacts would be less than significant". F-6
5. On Page 3.8-28, "Residual Impacts", there is a reference to Mitigation Measures HWQ-1 through HWQ-6, even though only HWQ-1 through HWQ-4 appear in the EIR. F-7

If you require any additional information related to water quality issues, please contact Grant Sharp at (714) 955-0674.

Sincerely,



Michael Balsamo, Manager  
General Land Use Planning

MB/mmc

cc: Mehdi Sobhani, Flood Programs  
Chris Crompton, Environmental Resources

## **Comment Letter F. Michael Balsamo, Orange County Public Works**

### **Response to Comment F-1**

As indicated on page 3.8-19 of the draft EIR, preliminary grading and drainage studies were conducted based on the conceptual park design. These studies were used in the preparation of the draft EIR. These preliminary studies show that the design will include avoidance of impacts to Glass and Aliso Creek. A final park master plan and detailed grading plan will be developed based on input gathered through the environmental process and additional public workshops. A detailed hydrology and hydraulics study cannot be completed until more detailed engineering designs reflecting the final park master plan are available. Therefore, the draft EIR incorporated the mitigation measure from the OSA PEIR requiring the City to prepare additional hydrology and hydraulic studies once the final design of the sports park is completed, and appropriate measures will be incorporated to achieve the identified performance standard of no net increase in stormflow volume or rates. As explained in the draft EIR, avoiding increased stormflow volume and rates will be achieved through the incorporation of a series of retention basins into the project design that will mimic the current hydrology. Therefore, the information provided in the draft EIR, and the commitment to final hydrology and hydraulics studies to demonstrate no net increase in stormflow volume or rate, supports the conclusion that hydrology impacts will be less than significant.

### **Response to Comment F-2**

As indicated in Mitigation Measure HWQ-1, the City will ensure that the hydrology and hydraulics studies conform to the current guidelines and criteria specified in the Orange County Hydrology Manual Addendum No. 1 to the OCHM and the Orange County Flood Control Design Manual.

### **Response to Comment F-3**

The reference to the outdated State NPDES General Construction Order 99-08-DWQ has been removed and updated with the current reference provided as shown in Chapter 3 of this Final EIR, Errata to the Draft EIR.

### **Response to Comment F-4**

The reference to the outdated Regional NPDES General Order R8-2004-0021 (NPDES No. CAG998002) has been removed and updated with the current reference provided as shown in Chapter 3 of this Final EIR, Errata to the Draft EIR.

### **Response to Comment F-5**

The reference to the outdated Regional NPDES General Order 2001-96 (NPDES No. AG919002)) has been removed and updated with the current reference provided as shown in Chapter 3 of this Final EIR, Errata to the Draft EIR.

### **Response to Comment F-6**

The commenter points out an error on page 3.8-20, which references Mitigation Measure HWQ-2. Chapter 3, Errata to the Draft EIR, corrects the error and appropriately references Mitigation Measure HWQ-1.

**Response to Comment F-7**

The commenter points out an error on page 3.8-28, which references Mitigation Measures HWQ-1 through HWQ-6, when in fact there are only four mitigation measures. Chapter 3, Errata to the Draft EIR, corrects the error and appropriately references Mitigation Measures HWQ-1 through HWQ-4.

Letter G

**From:** [Amanda Morrell](#)  
**To:** [Kuta, Cheryl](#);  
**CC:** [Magill, Gary; "Blethen, Victoria"](#);  
**Subject:** Sports Park  
**Date:** Wednesday, January 26, 2011 7:02:49 PM  
**Attachments:**

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Hi Cheryl,

I read through the Executive Summary for the Sports Park and made notes of a few things but nothing that I think is significant. I will go through the rest of the document this weekend to see if my questions are clarified (if not I'll email you). I know many in the community (including myself) are excited and anxious to get this project completed so hopefully you will be able to move forward expeditiously. Great job!

G-1

r,  
Amanda Morrell  
City of Lake Forest  
Parks and Recreation Commissioner

## **Comment Letter G. Amanda Morrell, City of Lake Forest Parks and Recreation Commissioner**

### **Response to Comment G-1**

Thank you for your comment; it will be provided to the decision-makers for review and consideration during their deliberations regarding certification of the final EIR. This comment does not contain information directly relating to the content or adequacy of the draft EIR.

**Letter H**

**From:** [John Irish](#)  
**To:** [Kuta, Cheryl](#);  
**CC:** [Magill, Gary](#); [Ortiz, Carol](#);  
**Subject:** Sports Park Draft EIR  
**Date:** Tuesday, February 01, 2011 3:59:44 PM  
**Attachments:**

---

Cheryl, I have just a few minor comments:

1. On page ES-2 of the Executive Summary, mention is made of six hard courts for Basketball & Tennis. I don't remember anything about tennis being addressed during the June 2009 workshop, and the diagram on Figure ES-3 doesn't mention them either. Are we really considering tennis?

**H-1**

2. Page ES-3 mentions retaining wall systems of up to 45 feet in height. Yet at our last Parks & Rec meeting, Gary stated that the latest grading plan did not include that requirement.

**H-2**

3. Page ES-10, the 3rd line mentions "heath and vigor". Did you mean health?

**H-3**

Thanks for the opportunity to comment.

John Irish  
Parks & Recreation Commission

## **Comment Letter H. John Irish, City of Lake Forest Parks and Recreation Commission**

### **Response to Comment H-1**

The project description states, beginning on page 2-4 of the draft EIR, that the design for the sports park is conceptual in nature and was developed for planning and environmental analysis purposes. A final park master plan will be developed based upon the input gathered through the environmental process and additional public workshops.

### **Response to Comment H-2**

One of the grading scenarios reviewed in the document would result in retaining walls up to 45 feet in height. A potential refinement plan that would reduce or eliminate the need for retaining walls has been developed and is evaluated in the draft EIR as Alternative 7.

### **Response to Comment H-3**

This error has been corrected as shown in Chapter 3 of this Final EIR, Errata to the Draft EIR.



Letter I



# City of Mission Viejo

Community Development Department

Dave Leckness  
*Mayor*  
Frank Ury  
*Mayor Pro Tem*  
Trish Kelley  
*Council Member*  
Rhonda Reardon  
*Council Member*  
Cathy Schlicht  
*Council Member*

February 1, 2011

Cheryl Kuta  
City of Lake Forest  
Community Services Dept.  
25550 Commercecenter Drive, Suite 100  
Lake Forest, CA 92630

Dear Ms. Kuta:

Subject: City of Mission Viejo Comments on the Draft Environmental Impact Report for the City of Lake Forest Sports Park and Recreation Center

The City of Mission Viejo has reviewed the Draft Environmental Impact Report (EIR) for the City of Lake Forest Sports Park and Recreation Center. Staff has reviewed the document and provides comments in the attached memorandum. Please feel from to call me at (949) 470-3029, or Philip Nitollama, Traffic Engineer at (949) 470-3068, in the event you would like clarification or to discuss traffic-related comments further.

I thank you in advance for your consideration of the City's comments.

Sincerely,

Charles E. Wilson, AICP  
Director of Community Development

cc: Dennis Wilberg, City Manager  
Elaine Lister, Planning Manager  
Richard Schlesinger, City Engineer  
Philip Nitollama, Traffic Engineer

200 Civic Center • Mission Viejo, California 92691  
<http://www.cityofmissionviejo.org>

949/470-3053  
FAX 949/951-6176





## City of Mission Viejo

### Memorandum

Date: January 28, 2011

To: Elaine Lister, Senior Planner

From: Philip Nitollama, Transportation Engineer

Subject: **Comments for the Draft Environmental Impact Report (DEIR) for the City of Lake Forest Sports Park and Recreation Center**

In review of the Draft Environmental Impact Report (DEIR) for the City of Lake Forest Sports Park and Recreation Center dated December 2010, the City of Mission Viejo Transportation Staff has the following comments regarding transportation issues:

- 1) The City of Mission Viejo is requesting the following signalized intersection to be included in the Peak Hour Intersection Level Of Service Analysis Calculations and the average daily traffic volumes for the adjacent roadway segments for all traffic scenarios (Existing, Year 2011 Short-Term, and Year 2015 Cumulative Traffic Conditions):
  - Marguerite Parkway at El Toro Road
  - Marguerite Parkway at Los Alisos Boulevard
  - Marguerite Parkway at Santa Margarita Parkway
  - Los Alisos Boulevard at Santa Margarita Parkway

These four intersection locations are within close proximity of the project site and are also included in the County of Orange Master Plan of Arterial Highways (MPAH), the City of Mission Viejo General Plan Circulation Element, and the Orange County Signal Synchronization Network (OCSSN). Additionally, the project distributes 25 percent of its project traffic to these intersection locations where high traffic surges already occur during the peak hours from existing land uses – Trabuco Hills High School, Portola Plaza Commercial Center, and Saddleback Church.

It should be noted that a “fair-share” contribution for improvements is not an acceptable mitigation if the improvements are not built by the time the sports park is operational. The project needs to provide near-term mitigation for any direct impacts.

- 2) Mission Viejo Staff has reviewed the “Analysis of Peak Periods” section provided on Page 3.14-7 of the DEIR. However, the average daily traffic counts along Santa Margarita Parkway has a partially combined Tuesday and Thursday weekday periods which does not reflect a “TRUE” 24-hour daily traffic count. Why are the Tuesday

I-1

I-2

and Thursday daily counts combined? Please re-validate the average daily traffic count with a complete 24-hour typical weekday (Tuesday through Thursday) traffic count. The City of Mission Viejo still has concerns about the proposed project's weekend traffic volume impact to the surrounding roadway network.

- 3) The Trip Generation section on Page 3.14-18 indicates that the "trip generation rates were developed for the proposed project based on case studies of similar parks conducted throughout Orange County and Los Angeles County." Please include surveyed results of these case studies and include the calculations which determined the trip generation rates into the report. Typically, traffic studies use nationally or regionally accepted standards such as the ITE Trip Generation Manual or the SANDAG Trip Generation Rates. The trip generation rates derived from the case studies should be compared to the ITE Trip Generation Rates and the SANDAG Trip Generation Rates so that the most conservative trip rates are utilized and the worst case scenario is represented in the study. Using the derived trip rates, the proposed park produces zero trips during the AM Peak Hour (see Table 3.14-9). Since the proposed park is anticipated to be operational from 7 AM to 10 PM daily, why are there zero trips being generated during the AM Peak Hour (7-9AM)?

I-3

- 4) For the Short-Term (Year 2015 Cumulative With Project) Peak Hour Traffic Conditions Analysis, the traffic study summarizes that the following two intersections (which are shared with Mission Viejo) are either operating at an unacceptable level of service or on the brink of operating at an unacceptable level of service:

- Los Alisos Blvd and Muirlands Blvd (Unacceptable LOS "E")
- Los Alisos Blvd / Jeronimo Rd (\*Acceptable LOS "D" with a 0.90 ICU)

I-4a

Although "Impacts to these intersections are not attributable to the proposed Sports Park Recreation Center project, and will be improved with the implementation of the LFTM Program", the City of Mission Viejo is requesting the traffic study to provide detailed improvement at each intersection location to be included in this report. What improvements will mitigate these impacts to a level of insignificance? Are these improvements fully funded under the LFTM? When are the improvements programmed to be implemented (i.e. 2011 year)?

The traffic study includes Table 12 summarizing the Year 2015 Cumulative Traffic Conditions LOS impacts. The DEIR does not include a Year 2015 Cumulative Traffic Conditions LOS impact table. Please include this traffic condition scenario analysis in the DEIR.

I-4b

- 5) The traffic study indicates that the "Construction of the proposed project would take approximately 62 months to complete." The City of Mission Viejo wants to participate during the Construction Traffic Management Plan process and review the proposed TMP plans prior to implementation.

I-5

## **Comment Letter I. Charles E. Wilson, AICP, City of Mission Viejo**

### **Response to Comment I-1**

The easternmost study area boundary for the Sports Park project is consistent with that used in the 2005 Vacant Land Opportunities Traffic Study, which was acceptable to the City of Mission Viejo. The study area was defined based on peak hour intersection criteria and includes all major intersections where the proposed project would increase traffic by more than 1 percent in ICU value at a currently deficient intersection or when the project causes the intersection deficiency. This criteria is consistent with the guidelines used by Lake Forest and surrounding jurisdictions in defining the area of impact for traffic studies.

The Sports Park Traffic Study also presents findings that significant impact thresholds were not triggered (i.e., level of service did not exceed level of service "D") at the intersection of El Toro Road and Portola Parkway/Santa Margarita Parkway, which is the closest to the four intersections that is mentioned in Mission Viejo's memorandum dated January 28, 2011. Therefore, it can be concluded that the adjacent and surrounding Mission Viejo intersections would not be significantly impacted as project traffic dissipates from this major intersection. High project activity will occur outside the peak hours of the adjacent streets and also will not conflict with the high traffic peak of the existing land uses mentioned.

The EIR does not propose fair share contributions or near-term mitigation of impacts because no direct impacts have been identified.

### **Response to Comment I-2**

Traffic data was continuously collected between Thursday, July 30, 2009, beginning at 10:00 AM, and Tuesday, August 4, 2009, ending at 10:00 AM. It is widely understood that day-to-day counts will vary. Showing two separate weekday counts and combining the data to obtain the 24-hour daily count would not result in a much different count result and the comment provides no basis to support that alternate methodology. As seen in the traffic report, high background traffic in the area occurs during a weekday and not a weekend day. While traffic on the project site would be higher during special events (i.e., tournaments) that are normally scheduled on weekends, the total level of traffic (background plus project) would not exceed a typical weekday. For this reason, a typical weekday is assumed as worst-case traffic conditions as analyzed in the traffic study. Therefore, it is not necessary to validate the counts.

### **Response to Comment I-3**

Every effort is made to use national and regional trip rates when available. However, the ITE Trip Generation Manual and SANDAG do not have an exclusive sports park category that would represent the land use being planned for the project site. Therefore, neither ITE nor SANDAG trip rates would provide reliable or representative trip generation estimates for this project. The trip rates used for the proposed sports park project have been used for other similar projects in Orange County, e.g., San Clemente, Laguna Niguel, and Brea (refer to Attachment B at the end of this chapter). The data indicate that sports park traffic in the morning is negligible during the peak of the adjacent street with most of the activity occurring in the evening.

### **See Response to Comment I-4a**

As presented in the traffic study, the Sports Park project does not adversely impact the intersections on Los Alisos Boulevard at Jeronimo Road and at Muirlands Boulevard according to the performance criteria; therefore, no project mitigation is required at these locations. The report simply states that the improvements at these two intersections are included in the City of Lake Forest's non Sports Park project-related improvement program referred to as the Lake Forest Transportation Mitigation (LFTM) Program. Any comments/questions regarding these improvements should be discussed under the context of the LFTM Program and not the proposed Sports Park project. It should be noted that since the time the traffic study was initiated, improvements to Los Alisos Boulevard at Jeronimo Road have been implemented improving the intersection level of service.

### **See Response to Comment I-4b**

Table 12, Short-Term (Year 2015 Cumulative) Intersection LOS Summary Within Study Area of the Traffic Study, corresponds to Table 3.14-13, Year 2015 Cumulative Intersection LOS Summary within the Study Area, which is found on pages 3.14-25 and 3.14-26 of the draft EIR.

### **Response to Comment I-5**

The City will consult with Mission Viejo staff during preparation of the Construction Traffic Management Plan.

Letter J



**Mayor**

L. Anthony Beall

**Mayor Pro Tempore**

Gary Thompson

**Council Members**

Steven Baric

Jerry Holloway

Jesse Petrilla

**City Manager**

Steven E. Hayman

**CITY OF RANCHO SANTA MARGARITA**

February 3, 2011

February 3, 2011

Cheryl Kuta  
Planning Manager  
City of Lake Forest  
25550 Commercentre Drive, Suite 100  
Lake Forest, California 92630

RECEIVED

FEB 07

CITY OF LAKE FOREST  
DEVELOPMENT SERVICES DEPT

**SUBJECT: City of Lake Forest Sports Park and Community Center**

Dear Ms. Kuta:

The City of Rancho Santa Margarita appreciates the opportunity to comment on the future development of Lake Forest Sports Park and Community Center. Please keep the City informed about the status of the project, by forwarding any future studies, public notices and meeting notices. Rancho Santa Margarita City is interested in this project and its effects on the City and Orange County. If you have any questions, please contact me at (949) 635-1800.

J-1

Sincerely,

Lance Quaranto  
Intern

## **Comment Letter J. Lance Quaranto, City of Rancho Santa Margarita**

### **Response to Comment J-1**

The commenter acknowledges receipt and review of the draft EIR and requests to be kept informed on any future studies, public notices, and meeting notices. No further response or analysis is warranted.

Letter K

**From:** [dougcirbo@cox.net](mailto:dougcirbo@cox.net)  
**To:** [Kuta, Cheryl](#);  
**CC:** [board@ayso85.org](mailto:board@ayso85.org);  
**Subject:** Sports Park Feedback from AYSO Lake Forest  
**Date:** Monday, January 31, 2011 1:18:39 PM  
**Attachments:**

---

Hello Cheryl,

On behalf of our 2,000 youth soccer players in AYSO in Foothill Ranch, Portola Hills, and Lake Forest, we are very excited about the new Sports Park project. Our player families have been eagerly awaiting a solution the new Sports Park has great promise to deliver.

Our members have been actively involved in the design process through the community forums provided by the City, and our continuing relationship with Rob Gaylord in Parks and Recreation as a long time user group. We appreciate the City's support of youth sports and specifically for our soccer program that enriches children's lives on the fields provided.

With regards to the EIR, I have reviewed the Executive Summary and based on comments from our Board and player families feedback, I want to reinforce a couple of key elements in the design.

#1 - Lighting - With only 1 Park in Lake Forest with lights to allow opportunities for training and practice times during the week, we strongly encourage the new Sports Park incorporate lighting to facilitate this vital need. With Heroes as the only lit field, there is a tremendous amount of activity among various user groups and our greatest concern is safety. Competing factions from baseball to LaCrosse to adult soccer teams all using the fields in close proximity is an environment of potential risk. Having an additional facility with lights for use during the week will help alleviate this pressure.

K-1

2) Artificial Turf - We have also provided our feedback on the subject of natural grass versus artificial turf with a preference for the latter for a number of reasons. Consistent playing surface, reduced maintenance in weekly field marking, greater player satisfaction, and improved safety. Concerns over heat transfer on 90 degree plus weather days and potential virus eradication are largely rare instances that do not outweigh the positive benefits of this evolving technology surface.

K-2



3) Our neighboring community, Rancho Santa Margarita has seen some strong interest in "Arena Soccer" played on an outdoor hockey rink with artificial turf style facility. RSM conducts leagues for soccer players in this variation of the traditional game providing a fun new way to play soccer in a smaller size field with walls to play off, adding another dynamic to the game. An indoor version on hard wood flooring is referred to as Futsal which is also smaller than a regular size soccer field being more akin to a basketball size court with walls on each side of the "field". These Futsal facilities are popping up from San Diego to Cypress and is becoming very popular with soccer players. We hope the City can consider incorporating this element into the design to serve as another way to enjoy the Sports Park with the latest and progressive facilities.

K-3

Thank you for receiving our input and we are happy to provide any additional specific information related to the development of the new Sports Park. This year marks our 36th year as an AYSO Region serving the community through youth soccer and we sincerely appreciate the support the City of Lake Forest has provided so faithfully over the years.

--

Doug Cirbo  
Regional Commissioner AYSO Lake Forest  
949-858-1710  
Cell: 714-608-6796

## **Comment Letter K. Doug Cirbo, Regional Commissioner AYSO Lake Forest**

### **Response to Comment K-1**

The project objectives are stated on page 2-4 of the draft EIR. The objectives include the provision of facilities for a variety of user groups, including lit sports fields. Also, please note that the design for the sports park is conceptual in nature and was developed for planning and environmental analysis purposes. A final park master plan will be developed based upon the input gathered through the environmental process and additional public workshops.

### **Response to Comment K-2**

As stated in the draft EIR, it is the intent of the City to consider the use of artificial turf on a portion of its play fields; however, this will ultimately be decided during the park final design. A final park master plan will be developed based upon the input gathered through the environmental process and additional public workshops. All design and programming related comments on the draft EIR will be provided to the decision makers for review and consideration during their deliberations regarding certification of the EIR.

### **Response to Comment K-3**

Thank you for your interest in the proposed project. As stated above, the design of the sports park is currently conceptual in nature. Additional opportunities for public input will be available as final park master plan is developed. In addition, all design related comments on the draft EIR will be provided to the decision makers for review and consideration during their deliberations regarding certification of the final EIR.

Letter L



## Friends of Lake Forest Animals

February 2, 2011

Cheryl Kuta  
Planning Manager  
City of Lake Forest  
25550 Commercentre Drive, Suite 100  
Lake Forest, CA 92630

RE: City of Lake Forest Sports Park and Recreation Center Draft  
Environmental Impact Report

Dear Ms. Kuta,

While the proposed Sports Park will certainly provide excellent recreational opportunities and enrich the lives of many in the City of Lake Forest, the dog owning community, a significant population of the City, will not be adequately served by this project.

The City currently has only passive open space for dog owners to walk leashed pets. The City has no designated open space for dogs to exercise off-leash. Out of necessity, residents use existing City parks to exercise their unleashed dogs. This is certainly not an ideal situation as unleashed dogs running in a non-fenced area can be frightening to those enjoying the parks and also a danger to nearby traffic.

A project of this size (90 acres) can easily accommodate a designated, fenced dog exercise area or dog park. A dog exercise area can be created on a one to three acre site within the Sports Park. The creation of a dog park at the proposed Sports Park will more adequately accommodate the needs of a larger segment of our community as well as alleviate the need for dog owners to unleash their pets in our neighborhood parks.

I am therefore, requesting that the environmental document and project address the needs of all members of our community and the creation of a designated dog park area.

L-1

Sincerely,

Melora Kloeckner  
President

25422 Trabuco Road, Suite 105-181, Lake Forest, CA 92630  
www.FOLFA.org A 501 (c)(3) Non Profit Organization

## **Comment Letter L. Melora Kloeckner, Friends of Lake Forest Animals**

### **Response to Comment L-1**

Thank you for your comments. While this letter does not contain information directly relating to the content or adequacy of the draft EIR, the following information is provided in response to the comments provided. As stated, the design for the sports park is conceptual in nature and was developed for planning and environmental analysis purposes. A final park master plan will be developed based upon the input gathered through the environmental process and additional public workshops. All design and programming related comments on the draft EIR will be provided to the decision makers for review and consideration during their deliberations regarding certification of the final EIR.

Letter M

**From:** [dnita@aol.com](mailto:dnita@aol.com)  
**To:** [Kuta, Cheryl](#)  
**CC:**  
**Subject:** Sports Park  
**Date:** Wednesday, December 22, 2010 2:54:42 AM  
**Attachments:**

---

Hello Ms. Kuta:

The drawing and the priliminary looks Excellent on the Park.

I have been a resident of Portola Hills for last20 Years-before Lake Forest became a City- and have concerns over some issues. I hope you can address them and or send me the netae and email address where I can find answers.

1. will our Assessments, bonds, Mello Roos, CFD or any other tax increase due to this park? If not, how is is going to be paid? | M-1
2. Are the builders paying for it fully including the Taxes? | M-2
3. Are the builders donating/giving City of Lake Fores, land to build a City Hall for approving- Portola hills 900 + units and the Park? | M-3
4. This is an old issue which no one wnats to remember but I recall very distinctly that City of Lake Forest had agreed to pay Mello Roos Taxes if the annexation of Foothill Ranch and Portola Hills was allowed. What happened to that? | M-4

Any light you can shed on any of these questions will be greatly appreciated.

Nita Desai  
Resident of Portola hills

## **Comment Letter M. Nita Desai**

This comment does not contain information directly relating to the content or adequacy of the draft EIR and does not raise any environmental concerns. However, the following information is provided in response to the questions posed.

### **Response to Comment M-1**

No taxes or assessments on existing residences will be increased to fund the Sports Park and Recreation Center project. The project will be funded by developer fees paid by the property owners developing within the Opportunities Study Area (OSA).

### **Response to Comment M-2**

As described on page 2-1, Project Background, of the draft EIR, the land on which the proposed project is located has been or will be acquired through land dedications by OSA participants. Publicly owned land is exempt from property tax.

### **Response to Comment M-3**

The anticipated land dedications are explained in the Project Background beginning on page 2-1 of the draft EIR.

### **Response to Comment M-4**

During the annexation process, a number of questions were raised by Foothill Ranch and Portola Hills residents regarding the status of their Mello Roos obligations. The City did not commit to pay the Mello Roos obligations through the annexation agreements.

Letter N

**From:** [Claire McGirr](#)  
**To:** [Kuta, Cheryl;](#)  
**CC:**  
**Subject:** sports park  
**Date:** Friday, December 24, 2010 11:01:50 AM  
**Attachments:**

---

Let's start building!! Great addition for Lake Forest

N-1

## **Comment Letter N. Claire McGirr**

### **Response to Comment N-1**

Thank you for your comment. This comment does not contain information directly relating to the content or adequacy of the EIR; therefore, no response is required.



Letter O

**From:** [Rob & Michelle Henslick](#)  
**To:** [Kuta, Cheryl;](#)  
**CC:**  
**Subject:** Lake Forest Sports Park  
**Date:** Monday, December 27, 2010 4:18:39 PM  
**Attachments:**

---

Cheryl Kuta,

I just glanced through the Sports Park Environmental Review and was wondering if the tennis and basketball courts will have lights? I know it stated that the fields would have lighting... There are very few places teams can practice indoors and there also aren't many outdoor lighted basketball courts either so having lighting for evening practices would be invaluable for this sport.

Please advise,

Rob Henslick (I coach NJB and Saddleback Rec Dept basketball)

O-1

## **Comment Letter O. Rob Henslick**

### **Response to Comment O-1**

This comment does not contain information directly relating to the content or adequacy of the draft EIR; however, the following information is provided to answer the questions relating to the sports facilities. The project description beginning on page 2-4 of the draft EIR states that the design for the sports park is conceptual in nature and was developed for planning and environmental analysis purposes. A final park master plan will be developed based on the input gathered through the environmental process and additional public workshops.

## **Attachment A**

Health Risk Assessment Memorandum Report



## Memorandum

<b>Date:</b>	March 21, 2011
<b>To:</b>	Cheryl Kuta, Planning Manager City of Lake Forest 25550 Commercentre Drive, Suite 100 Lake Forest CA 92630
<b>Cc:</b>	
<b>From:</b>	Keith Cooper Senior Technical Analyst
<b>Subject:</b>	<b>Health Risk Assessment Memorandum Report – Lake Forest Sports Park</b>

## Executive Summary

The screening-level health risk assessment (HRA) performed to ascertain the incremental cancer risk to park users of siting the proposed park adjacent to on-going mining activity concluded that incremental cancer risk related to diesel particulate matter (DPM) emissions inhalation would be 4.29 in 1,000,000 ( $4.29 \times 10^{-6}$ ) at the maxim exposed individual (MEI) receptor location. As this level of carcinogenic risk is below the South Coast Air Quality Management District (SCAQMD) established significance threshold of 10 in 1,000,000 ( $10.0 \times 10^{-6}$ ), impacts would be less than significant, and no mitigation measures are required. In addition, for non-carcinogenic effects, the maximum hazard index is 0.01, which is less than the threshold of 1.0.

This HRA is only intended to identify the incremental estimate of an individual's health risk from mining site DPM emissions only. Toxic air contaminant (TAC) emissions from all other sources are considered as contributing to ambient background risk (i.e., level of risk present on the proposed park site with or without any mining activity).

## Purpose for Analysis

Certain land uses, referred to as sensitive receptors, are more sensitive to air pollution emissions than others because there is a probability that people occupying such uses have greater than normal human sensitivity to air pollution exposure. Such sensitive receptors include hospitals, schools, residential, and certain recreational uses.

The California Air Resources Board (ARB) classified particulate emissions from diesel-fueled engines as a TAC in August 1998. In California, it is estimated that DPM comprises approximately

70% of the total potential cancer risk from all identified TAC pollutants. As such, the SCAQMD recommends that a HRA be prepared when sensitive receptor land uses, such as a public park, are sited in close proximity to a known DPM emissions source, such as on-going mining activity.

The screening-level HRA that follows is based on a specific set of conservative and health-protective assumptions, and as such, the actual levels of human exposure to DPM emissions (and potential health risks associated therewith) at each sensitive receptor location are likely to be less than the estimates reached in this analysis.

## **Risk Assessment Process**

The risk assessment process involves four basic steps: (1) hazard identification; (2) exposure assessment; (3) dose-response assessment; and (4) risk characterization. In the first step, hazard identification involves determining the potential health effect that may be associated with emitted pollutants. The purpose is to identify qualitatively whether a pollutant is a potential human carcinogen or is associated with other types of adverse health effects. Depending on the chemical, these health effects may involve short-term ailments or chronic diseases. The purpose of exposure assessment is to estimate the extent of exposure to each substance for which risk will be quantitatively evaluated. This involves emission quantification, modeling of environmental transport, evaluation of environmental fate, identification of exposure routes, identification of exposed populations, and estimation of short-term and long-term exposure levels. Dose-response assessment is designed to characterize the relationship between the amount or dose of a chemical and its toxicological effect on the human body. Responses to toxic chemicals will vary depending on the amount and length of exposure. For example, short-term exposure to low concentrations of chemicals may produce no noticeable effect, but continued exposure to the same levels of chemicals over a long period of time may eventually cause harm. Risk characterization is an integration of the health effects and public exposure information developed for emitted pollutants to provide a quantitative probability of adverse health effects.

## **Source Identification and Characterization**

### **Source Identification**

Sources of project-related DPM emissions would include mobile exhaust from construction equipment operation and haul-truck travel/circulation and idling that occurs on the adjacent mining site. No other meaningful TAC emissions sources are present within the area of potential effect. Therefore, this screening-level HRA is limited to identified DPM emissions only.

### **Emissions Inventory Development**

DPM emissions that emanate from the adjacent mining site would be a function of the total vehicle miles traveled (VMT) and idle time from diesel-powered construction equipment and haul-trucks that operate on the site. Although no mining activity currently occurs on the adjacent site, the site

owner retains a permit that allows for mining to resume at some time in the future. The site currently has no mining operator and no mining equipment. Based on historic site export data, remaining site acreage, <sup>1</sup>and mining resources remaining on the site, an estimate of potential future mining activity was developed. A summary of key assumptions are provided below Table 1. Complete assumptions are detailed in **Attachment 1**.

**Table 1.** Summary of Key Emissions Inventory Calculation Assumptions

Key Assumption	Estimate
Annual Materials Export	101,923 tons
Annual 12-cubic yard truck trips	6,960 trips
Composite daily on-site truck idle time	134 minutes
Composite daily construction equipment use	37 hours

Source: ICF International, 2011; Materials export estimate based on historic site export data provided by the City.

The DPM emission inventory from potential mining operations was compiled for year 2011 based on data provided above in Table 1. Haul-truck VMT and idle emissions were calculated using EMFAC2007 emissions factors. Construction equipment emissions were estimated using URBEMIS2007, which uses OFFROAD2007 emissions, horsepower and load factors. Results are presented below in Table 2. As shown therein, the estimate of on-site DPM emissions would be 815 grams per day (gpd) under projected year 2011 operating assumptions. Worst-case evaluation assumption is that these emissions were estimated to occur 5 days per week, 52 weeks per year.

**Table 2.** Maximum Daily On-Site DPM Emissions from Potential Mining Activity

Emissions Source	Weekday Emissions (gpd)
Haul-truck VMT and idling	10.63
Construction equipment operation	804.63
On-site emissions total	815.26

Source: ICF International, 2011; Assumptions detailed in **Attachment 1**.

## Exposure Assessment

This screening-level HRA was performed using the SCREEN3 pollutant concentration prediction model, developed by USEPA to provide an easy-to-use method of obtaining worst-case pollutant concentration estimates based on the USEPA screening procedures document (USEPA, 1992). The screening procedure employs a three phase approach:

- Phase 1. Apply a simple screening procedure to determine if either (1) the source clearly poses no air quality problem or (2) the potential for an air quality problem exists.

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<sup>1</sup> A large portion of the former mining site has been sold to the City to accommodate 18 acres of the proposed park development and the proposed Rancho Parkway extension. The remaining mining site area will be approximately 30 acres.

- Phase 2. If the simplified screening results indicate a potential threat to air quality, further analysis is warranted, and a more detailed screening is required.
- Phase 3. If the detailed screening results or other factors indicate that a more refined analysis is necessary, then a refined, site-specific HRA is required.

The simple screening procedure (Phase 1) is applied to determine if the source poses a potential threat to air quality. The purpose of first applying a simple screening procedure is to conserve resources by eliminating from further analysis those emissions sources that clearly will not contribute to ambient concentrations in excess of the allowable concentration increment that corresponds to the 10 in 1,000,000 ( $10.0 \times 10^{-6}$ ) risk threshold. A relatively large degree of "conservatism" is incorporated in the screening procedure to provide reasonable assurance that maximum concentrations will not be underestimated. The analysis for this project proceeded to Phase 2, where more detailed screening demonstrated that maximum potential DPM emissions would not contribute to ambient concentrations in excess of the above-mentioned allowable concentration increment.

DPM concentrations were predicted based on anticipated mining operations that could resume on the adjacent site. The maximum predicted 1-hour concentration was multiplied by the California EPA (CalEPA) Office of Environmental Health Hazard Assessment (OEHHA) recommended conversion factor of 0.08 to estimate an annual concentration. In addition, the estimated worst-case DPM concentration was assumed to remain constant at the MEI receptor location for the entire 70-year exposure duration.

## Risk Characterization

As indicated in Chapter 10 of the SCAQMD's *CEQA Air Quality Handbook*, the SCAQMD has established a maximum individual cancer risk significance threshold of 10 in 1,000,000 ( $10.0 \times 10^{-6}$ ) and recommends that other Lead Agencies use this significance threshold when approving permits for new or modified stationary sources.<sup>2</sup> An incremental cancer risk significance threshold of 10 in 1,000,000 ( $10.0 \times 10^{-6}$ ) is also consistent with the threshold established by the State of California as a level posing no significant risk for exposures to carcinogens regulated under the Safe Drinking Water and Toxic Enforcement Act (Proposition 65).

## Carcinogenic Risk

Carcinogenic compounds are evaluated with the assumption that they do not have threshold levels (i.e., dose levels below which there are no risks). Any exposure, therefore, will have some associated risk. Health risks associated with exposure to carcinogenic compounds are characterized in terms of the probability of developing cancer as a result of exposure to said carcinogenic compound at a given concentration. The cancer risk probability is determined by multiplying the chemical compound's annual concentration by its carcinogenic potential or unit risk factor (URF).

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<sup>2</sup> SCAQMD CEQA Air Quality Handbook, April 1993, page 10-5.

The URF is an estimate of the carcinogenic potential of a chemical when a dose is received through the inhalation pathway. It represents an upper bound estimate of the probability of contracting cancer as a result of continuous exposure to an ambient concentration of 1 microgram per cubic meter ( $\mu\text{g}/\text{m}^3$ ) over a 70-year lifetime. The URFs utilized in the assessment were obtained from the CalEPA OEHHA Technical Support Document for Cancer Potency Factors (2009).

The cancer risk from DPM is estimated from the following equation:

$$CR_{\text{DPM}} = C_{\text{DPM}} \times \text{URF}_{\text{DPM}} \times \text{LEA}$$

where,

$CR_{\text{DPM}}$  Cancer risk from DPM; the probability of an individual developing cancer as a result of exposure to DPM.

$C_{\text{DPM}}$  Annual average DPM concentration in  $\mu\text{g}/\text{m}^3$ .

$\text{URF}_{\text{DPM}}$  Unit risk factor for DPM; estimated probability that a person will contract cancer as a result of inhalation of a DPM concentration of 1  $\mu\text{g}/\text{m}^3$  continuously over a period of 70 years.

LEA Lifetime exposure adjustment (see discussion below).

It is recognized that exposures for certain persons are less than 70 years. For example, individual park patrons would not be present on the project site 24 hours per day, 365 days per year, enduring constant exposure to the annual average concentration. As such, an exposure adjustment factor that reflects a conservative estimate of actual park presence may be used (CalEPA OEHHA, 2003). For the proposed project, an exposure adjustment factor of 0.12 was used, which assumes 20 hours of park presence each week, 52 weeks per year (20 hours per week  $\times$  52 weeks / 24 hours daily  $\times$  365 days).

Carcinogenic risk calculations based on the maximum predicted 1-hour DPM concentration, along with the SCREEN3 output sheet, is provided in **Attachment 1**.

## Non-cancer Risk

An evaluation of the potential non-cancer effects of chronic chemical exposures was also conducted. The non-cancer risks can be described as acute (short-term, generally 1-hour peak exposure) or chronic (long-term exposure, defined as 12% of a lifetime or about 8 years for humans). Under the point estimate approach, adverse health effects are evaluated by comparing the annual ground level concentration of each compound with the appropriate Reference Exposure Level (REL). Available REL's promulgated by OEHHA were considered in the assessment. For DPM, there is no value for the acute REL and the chronic REL is 5  $\mu\text{g}/\text{m}^3$ . Therefore, only the chronic non-cancer risks are analyzed in this HRA.

The relationship for the non-cancer health effects of DPM is given by the following equation:

$$HI_{\text{DPM}} = C_{\text{DPM}}/\text{REL}_{\text{DPM}}$$



where,

$HI_{DPM}$  Hazard Index; an expression of the potential for non-cancer health effects.

$C_{DPM}$  Annual average DPM concentration in  $\mu\text{g}/\text{m}^3$ .

$REL_{DPM}$  Reference exposure level (REL) for DPM; the DPM concentration at which no adverse health effects are anticipated.

Where the hazard index equals or exceeds one, a health hazard is presumed to exist. The hazard index at the maximum predicted 1-hour DPM concentration location is 0.01 (maximum annual concentration of 0.05013 divided by 5), which is less than the threshold of 1.0. Therefore, the DPM emissions from the project would not pose a significant chronic health impact at any park receptor location.

## Conclusion

The annual DPM concentration and carcinogenic risk values for MEI receptor location is provided in Table 3. As shown therein, the incremental carcinogenic risk exposure due to DPM emissions should mining activity resume on the adjacent parcel would be 4.29 in 1,000,000 ( $4.29 \times 10^{-6}$ ) at the MEI receptor location. Such a level is below the SCAQMD established significance threshold of 10 in 1,000,000 ( $10.0 \times 10^{-6}$ ).

As previously stated, this risk assessment is based on a specific set of conservative and health-protective assumptions, and as such, the actual levels of human exposure to DPM emissions (and related potential cancer risk) at the MEI and all other sensitive receptor locations are likely to be substantially less than the quantitative estimates derived herein.

**Table 3.** Annual DPM Concentration and Cancer Risk Values

	Non-residence Risk
Unit Risk Factor	$3.0 \times 10^{-4}$
Annual DPM concentration at MEI ( $\mu\text{g}/\text{m}^3$ )	0.05013
Lifetime Exposure Adjustment	0.66
Cancer Risk from DPM at MEI	$9.93 \times 10^{-6}$
SCAQMD significance threshold	$1.0 \times 10^{-5}$
Exceed threshold?	No

Source: ICF International, 2011; SCREEN3 output sheets and risk calculations are provided in **Attachment 1**.

## References Cited

California Environmental Protection Agency, Office of Environmental Health Assessment (CalEPA OEHHA). 2009. *Technical Support Document for Cancer Potency Factors*. May.

———. 2003. *Air Toxics Hot Spots Program Risk Assessment Guidelines*. August.

South Coast Air Quality Management District (SCAQMD). 1993. *CEQA Air Quality Handbook*. April.

United States Environmental Protection Agency (USEPA). 1992. *Screening Procedures for Estimating the Air Quality Impact of Stationary Sources, Revised*. October.

## **Attachments**

Summary

Material	Year / Quantity in Tons						Previous 3 YR
	2005	2006	2007	2008	2009	2010	Average
Fill Sand	576,996	512,006	319,378	136,760	68,709	100,225	101,898
Clay	38,347	269,637	89,785	75	0	0	25
<b>Total</b>	<b>615,343</b>	<b>781,643</b>	<b>409,163</b>	<b>136,835</b>	<b>68,709</b>	<b>100,225</b>	<b>101,923</b>

Source: City of Lake Forest. 2011

Material weights:

Sand	2,441 pounds/CY
Clay	2,970 pounds/CY (110 lbs/cubic foot)

Source: USEPA (<http://www.epa.gov/osw/partnerships/wastewise/pubs/conversions.pdf>)

Material	Previous 3 YR	Average Materials Handling in Cubic Yards		
	Average CY	Monthly	Weekly	Daily
Fill Sand	83,489	6,957.4	1,606.79	321.36
Clay	17	1.4	0.32	0.06
<b>Total</b>	<b>83,506</b>	<b>6,958.8</b>	<b>1,607.11</b>	<b>321.42</b>
<b>Required 12-CY Haul-truck Trips</b>		580	134	27

Note: Assumes 4.33 weeks per months, 5 days per week

On-site Truck Emissions

Source	Units	EMFAC	Emissions	Notes
VMT	5.36	1.36	7.29	0.2-mile per trip @ 10 MPH; emfac is grams/mile
Idle (minutes)	133.93	1.50	3.35	5 minutes per trip; emfac is grams/idle-hour
			<u>10.63</u>	Grams/day

Daily Use

On-site Equipment	Hours	Horsepower	Load Factor	
Excavator	12	157	0.57	
Grader	7	162	0.61	
Water Truck	4	381	0.57	
Primary Crusher	7	85	0.78	
Conveyor	7	84	0.74	
<b>Total on-site equipment grams/day emissions (see URBEMIS output):</b>				<u>804.63</u>

		grams/hour
Haul truck grams/day emissions	10.63	1.33
Equipment grams/day emissions	804.63	100.58
<b>Total grams/day emissions:</b>	<u>815.26</u>	<u>101.91</u> assumes 8 hour work day

Site Area

Acres	30
Square Meters	122,489

Emissions Rate and SCREEN3 Risk Calculation Results

- 2.31E-07 grams/second/square meter (hourly site emissions rate; 8 hours daily)
- 6.345 1-hr max micrograms/cubic meter concentration from SCREEN @ 283 meters
- 0.08 1-hour --> annual conversion
- 0.237 fraction of year emissions occur (8 hours/day; 5 days/week; 52 weeks/year)
- 0.121 annual concentration (micrograms/meter<sup>3</sup>)
- 300 DPM Unit Risk Factor (URF) per OEHHA.
- 0.12 Lifetime Exposure Adjustment (LEA); assumes 20 hours exposure per week
- 4.29 Cancer risk (per million) --> Risk = Annual concentration x UFR x LEA**

Urbemis 2007 Version 9.2.4

Detail Report for Summer Construction Unmitigated Emissions (Pounds/Day)

File Name:

Project Name: LakeForestHRA

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10 Total</u>
Time Slice 6/30/2011-7/1/2011 Active Days: 2	<b>0.01</b>	<b>1.78</b>	<b>1.79</b>
Mass Grading 06/30/2011-07/01/2011	0.01	1.78	1.79
Mass Grading Dust	0.00	0.00	0.00
Mass Grading Off Road Diesel	0.00	1.77	1.77
Mass Grading On Road Diesel	0.00	0.00	0.00
Mass Grading Worker Trips	0.01	0.00	0.01

Phase Assumptions

Phase: Mass Grading 6/30/2011 - 7/1/2011 - Default Mass Site Grading/Excavation Description

Total Acres Disturbed: 0

Maximum Daily Acreage Disturbed: 0

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Crushing/Processing Equip (85 hp) operating at a 0.78 load factor for 7 hours per day

1 Excavators (157 hp) operating at a 0.57 load factor for 12 hours per day

1 Generator Sets (84 hp) operating at a 0.74 load factor for 7 hours per day

1 Graders (162 hp) operating at a 0.61 load factor for 7 hours per day

1 Off Highway Trucks (381 hp) operating at a 0.57 load factor for 4 hours per day



SCREEN3

03/08/11  
15:55:08

\*\*\* SCREEN3 MODEL RUN \*\*\*  
\*\*\* VERSION DATED 96043 \*\*\*

LakeForest\_HRA

SIMPLE TERRAIN INPUTS:

SOURCE TYPE = AREA  
EMISSION RATE (G/(S-M\*\*2)) = .231104E-06  
SOURCE HEIGHT (M) = 3.7000  
LENGTH OF LARGER SIDE (M) = 490.0000  
LENGTH OF SMALLER SIDE (M) = 250.0000  
RECEPTOR HEIGHT (M) = .0000  
URBAN/RURAL OPTION = URBAN

THE REGULATORY (DEFAULT) MIXING HEIGHT OPTION WAS SELECTED.  
THE REGULATORY (DEFAULT) ANEMOMETER HEIGHT OF 10.0 METERS WAS ENTERED.

MODEL ESTIMATES DIRECTION TO MAX CONCENTRATION

BUOY. FLUX = .000 M\*\*4/S\*\*3; MOM. FLUX = .000 M\*\*4/S\*\*2.

\*\*\* STABILITY CLASS 6 ONLY \*\*\*  
\*\*\* ANEMOMETER HEIGHT WIND SPEED OF 1.00 M/S ONLY \*\*\*

\*\*\*\*\*  
\*\*\* SCREEN AUTOMATED DISTANCES \*\*\*  
\*\*\*\*\*

\*\*\* TERRAIN HEIGHT OF 0. M ABOVE STACK BASE USED FOR FOLLOWING DISTANCES \*\*\*

DIST (M)	CONC (UG/M**3)	STAB	U10M (M/S)	USTK (M/S)	MIX HT (M)	PLUME HT (M)	MAX DIR (DEG)
60.	4.874	6	1.0	1.0	10000.0	3.70	21.
100.	5.214	6	1.0	1.0	10000.0	3.70	18.
200.	5.908	6	1.0	1.0	10000.0	3.70	14.
300.	6.266	6	1.0	1.0	10000.0	3.70	26.
400.	4.165	6	1.0	1.0	10000.0	3.70	23.
500.	3.172	6	1.0	1.0	10000.0	3.70	19.

MAXIMUM 1-HR CONCENTRATION AT OR BEYOND 60. M:  
283. 6.345 6 1.0 1.0 10000.0 3.70 25.

\*\*\*\*\*  
\*\*\* SUMMARY OF SCREEN MODEL RESULTS \*\*\*  
\*\*\*\*\*

CALCULATION PROCEDURE	MAX CONC (UG/M**3)	DIST TO MAX (M)	TERRAIN HT (M)
SIMPLE TERRAIN	6.345	283.	0.

\*\*\*\*\*  
\*\* REMEMBER TO INCLUDE BACKGROUND CONCENTRATIONS \*\*  
\*\*\*\*\*

## **Attachment B**

### Supplemental Traffic Data



Table 2-1

BREA SPORTS PARK (PROPOSED PROJECT)  
 LAND USE AND TRIP GENERATION SUMMARY

LAND USE	UNITS	AM PEAK HOUR			PM PEAK HOUR			ADT
		IN	OUT	TOTAL	IN	OUT	TOTAL	
<b>TRIP GENERATION</b>								
1. Sports Park	20 ACRES	0	0	0	68	82	150	1,076
2. Middle School	850 STU	221	170	391	68	68	136	1,233
<b>TOTAL</b>		221	170	391	136	150	286	2,309
<b>TRIP RATES</b>								
Sports Park <sup>1</sup>	ACRE	.01	.00	.01	3.40	4.10	7.50	53.80
Middle School	STU	.26	.20	.46	.08	.08	.16	1.45

<sup>1</sup> Sports Park surveys as summarized in Appendix C

STU – student

Source: ITE (6<sup>th</sup> Edition) Trip Generation Manual unless otherwise noted.

# Appendix C

## TRAFFIC DATA FOR SPORTS PARKS

Case studies of trip generation, vehicle occupancy and parking demand were observed for weekday, weekend, and special events (i.e., tournaments) at Sports Park facilities. The following sites and activities were selected:

1. San Dimas Sports Complex located on the San Dimas High School site along Covina Boulevard west of the SR-210 freeway in San Dimas. Observations included adult softball (weekday) and AYSO soccer (weekend) activities on three fields (two softball/baseball diamonds and one soccer field) (December 1992).
2. Imperial Junior High/Las Positas Elementary School located on the school sites along the south side of Imperial Highway between Idaho Street to the west and Euclid Street to the east, in La Habra. Observations included AYSO soccer (special event) activities on five soccer fields (December 1992).
3. Santiago Middle School located on the northeast corner of Rancho Santiago Boulevard and Walnut Avenue in the City of Orange. Observations were for an Orange Junior Soccer Club (OJSC) tournament with games on three soccer fields (July 1997).
4. Columbus Tustin Park located on the northeast corner of Prospect Avenue and Irvine Boulevard in the City of Tustin. Observations included weekday adult softball on four fields and AYSO soccer on one field (November 1998).
5. Chapparosa Park located on Chapparosa Park Road in the City of Laguna Niguel. Observations included weekday adult softball on four fields and AYSO soccer on one field (November 1998).

Trip generation and parking utilization data were collected for weekdays, weekends, and special events.

The following table summarizes the results of the case studies.

EVENT	# FIELDS	#VEHICLES	AVERAGE VEHICLES PER FIELD	# PERSONS	AVERAGE PERSONS PER FIELD	PERSONS PER VEHICLE
Weekday	3	72	24	106	35	1.5
Weekend	3	94	31	155	52	1.7
Weekday	5	176	35	N/A	N/A	N/A
Weekday	5	93	19	149	30	1.6

This gives an average of 26 spaces for a weekday and 27 spaces when the weekend data is included.

The trip generation for a weekday was based on the number of parking spaces and was as follows:

PM Peak Hour: Entering	.32 trips/space
Exiting	.39 trips/space
Total	.71 trips/space

INPUT WORKSHEET

---

INTERSECTION: Prospect St & Palmyra Av

TIME PERIOD: AM PEAK

SCENARIO: Existing

VOLUMES:

	LT	THRU	RT	TOTAL	PHF
EB	10	17	5	32	1
WB	28	58	22	108	1
NB	11	168	7	186	1
SB	18	399	26	443	1

LANES:

	LT	THRU	RT
EB		1	1
WB		1	1
NB		2	1
SB		2	1

---

LEVEL OF SERVICE WORKSHEET

---

	EB	WB	NB	SB
1. Approach flow rate	32	108	186	443
2. Approach Capacity	300	307	922	1014
3. Volume/Capacity Ratio	0.11	0.35	0.20	0.44
4. Delay = $\exp(3.8*(3))$	2	4	2	5
5. Level of Service (from table)	A	A	A	A

Average Intersection Delay: 4 seconds

Intersection Level of Service: A

Level of Service Criteria	
LOS	Average Stopped Delay, sec/veh
A	< 5
B	5 - 10
C	10 - 20
D	20 - 30
E	30 - 40
F	> 45

---

INTERSECTION: Prospect St & Palmyra Av

TIME PERIOD: PM PEAK

SCENARIO: Existing

VOLUMES:

	LT	THRU	RT	TOTAL	PHF
EB	54	51	9	114	1
WB	34	43	53	130	1
NB	13	590	62	665	1
SB	45	283	37	365	1

LANES:

	LT	THRU	RT
EB		1	1
WB		1	1
NB		2	1
SB		2	1

-----  
LEVEL OF SERVICE WORKSHEET  
-----

	EB	WB	NB	SB
1. Approach flow rate	114	130	665	365
2. Approach Capacity	376	250	974	933
3. Volume/Capacity Ratio	0.30	0.52	0.68	0.39
4. Delay = $\exp(3.8 \cdot (3))$	3	7	13	4
5. Level of Service (from table)	A	B	C	A

Average Intersection Delay: 9 seconds

Intersection Level of Service: B

-----

Level of Service Criteria	
LOS	Average Stopped Delay, sec/veh
A	< 5
B	5 - 10
C	10 - 20
D	20 - 30
E	30 - 40
F	> 45

-----

-----  
 INPUT WORKSHEET  
 -----

INTERSECTION: Prospect St & Palmyra Av

TIME PERIOD: PM PEAK

SCENARIO: Existing+Project

VOLUMES:

	LT	THRU	RT	TOTAL	PHF
EB	54	51	9	114	1
WB	41	43	95	179	1
NB	13	674	62	749	1
SB	129	451	37	617	1

LANES:

	LT	THRU	RT
EB		1	1
WB		1	1
NB		2	1
SB		2	1

-----  
 LEVEL OF SERVICE WORKSHEET  
 -----

	EB	WB	NB	SB
1. Approach flow rate	114	179	749	617
2. Approach Capacity	375	225	967	1004
3. Volume/Capacity Ratio	0.30	0.80	0.77	0.61
4. Delay = $\exp(3.8 \times (3))$	3	21	19	10
5. Level of Service (from table)	A	D	C	B

Average Intersection Delay: 15 seconds

Intersection Level of Service: C

Level of Service Criteria	
LOS	Average Stopped Delay, sec/veh
A	< 5
B	5 - 10
C	10 - 20
D	20 - 30
E	30 - 40
F	> 45

Traffic Data Services, Inc.  
 TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: PROSPECT ST      E/W STREET: PALMYRA AVE      CITY: ORANGE  
 DATE: 8/05/97      DAY: TUESDAY      FILENAME: 0870201A

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
6:00 AM													
15 AM													
30 AM													
45 AM													
7:00 AM	0	26	1	7	84	4	2	2	6	7	12	11	162
15 AM	3	26	3	3	79	4	2	4	0	12	15	7	158
30 AM	4	38	2	5	100	7	3	2	1	9	15	6	192
45 AM	5	45	3	5	101	5	2	5	1	8	18	6	204
8:00 AM	1	39	1	3	94	10	3	5	0	4	14	5	179
15 AM	1	46	1	5	104	4	2	5	3	7	11	5	194
30 AM	3	32	3	3	58	1	2	3	3	9	9	5	131
45 AM	3	39	5	5	66	7	7	3	1	3	7	6	152
9:00 AM													
15 AM													
30 AM													
45 AM													
10:00 AM													
15 AM													
30 AM													
45 AM													

AM Peak Hr  
 Begins at  
 730  
 VOLUMES = 11 168 7 18 399 26 10 17 5 28 58 22 769

COMMENTS:

Traffic Data Services, Inc.  
 TABULAR SUMMARY OF VEHICULAR TURNING MOVEMENTS

N/S STREET: PROSPECT ST                      E/W STREET: PALMYRA AVE                      CITY: ORANGE  
 DATE: 8/04/97                                      DAY: MONDAY                                      FILENAME: 0870201P

15 Min Period Beginning	Northbound			Southbound			Eastbound			Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
LANES:	0	2	0	0	2	0	0	1	0	0	1	0	
2:00 PM													
15 PM													
30 PM													
45 PM													
3:00 PM													
15 PM													
30 PM													
45 PM													
4:00 PM	1	104	4	4	45	5	10	6	1	5	3	7	195
15 PM	1	101	9	12	53	8	9	4	0	3	8	8	216
30 PM	3	127	10	8	72	11	16	9	2	6	2	3	269
45 PM	2	135	19	10	63	8	11	4	0	5	11	6	274
5:00 PM	5	126	11	13	76	16	13	12	0	6	10	15	303
15 PM	1	163	15	14	68	9	6	9	3	8	9	12	317
30 PM	6	164	15	9	78	3	20	14	6	14	17	19	365
45 PM	1	137	21	9	61	9	15	16	0	6	7	7	289
6:00 PM													
15 PM													
30 PM													
45 PM													

-----  
 PM Peak Hr  
 Begins at  
 1700  
 VOLUMES =    13   590    62    45   283    37    54    51    9    34    43    53    1274

COMMENTS:



Traffic Data Services, Inc.  
PARKING STUDY

LOCATION: IMPERIAL MIDDLE SCHOOL SOCCER FIELD PARKING

CITY: LA HABRA

DATE: 12/05/92

DAY: SATURDAY

FILENAME: 12204P03

Time Period Beginning	SECTIONS							TOTAL
	A	B	C	D	E	F	G	
# OF MARKED PARKING SPACES PER SECTION:	19			4				23
6:00 AM								
15 AM								
30 AM								
45 AM								
7:00 AM								
15 AM	2	0	2	0	0			4
30 AM								
45 AM								
8:00 AM								
15 AM	20	17	41	4	5			87
30 AM								
45 AM								
9:00 AM								
15 AM	19	24	42	4	28			117
30 AM								
45 AM								
10:00 AM	34	71	42	4	28			179
15 AM								
30 AM								
45 AM								
11:00 AM								
15 AM								
30 AM								
45 AM								
12:00 NOON								
15 PM								

COMMENTS: ZONE E = STREET PARKING ON SCHOOLWOOD (SEE MAP).  
 AT 8:15 AM AND 10:00 AM VEHICLES PARKED IN "NO PARKING" AREA OF LOT "A".  
 AT 8:15 AM, 9:15 AM AND 10:00 AM 20, 25, AND 72 CARS RESPECTIVELY PARKED  
 OUTSIDE DESIGNATED COUNT ZONES ON PARKWOOD AND WALNUT.

Traffic Data Services, Inc.  
PARKING STUDY

LOCATION: SPORTS COMPLEX (CYPRESS ST.)

CITY: SAN DIMAS

DATE: 12/04/92

DAY: FRIDAY

FILENAME: 12204P01

Time Period	SECTIONS							TOTAL
	A	B	C	D	E	F	G	
Beginning								
# OF MARKED PARKING								
SPACES PER SECTION:	169							169
3:00 PM								
15 PM								
30 PM								
45 PM								
4:00 PM								
15 PM								
30 PM								
45 PM								
5:00 PM								
15 PM								
30 PM								
45 PM								
6:00 PM								
15 PM								
30 PM								
45 PM								
7:00 PM								
15 PM								
30 PM								
45 PM								
8:00 PM								
15 PM								
30 PM								
45 PM								
9:00 PM								
15 PM								

COMMENTS: PARKING LOT IS AT THE END OF CYPRESS ST.  
LOT IS 0.2 MILES IN LENGTH.

Traffic Data Services, Inc.  
PARKING STUDY

LOCATION: SPORTS COMPLEX (CYPRESS ST.)

CITY: SAN DIMAS

DATE: 12/05/92

DAY: SATURDAY

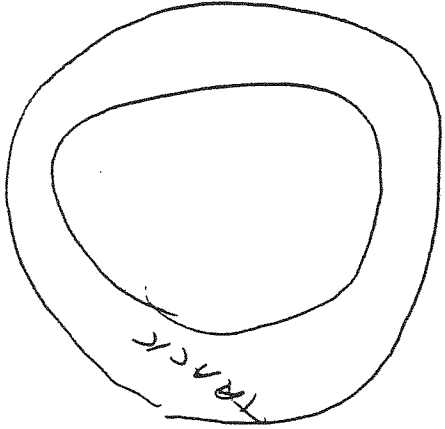
FILENAME: 12204P02

Time Period	SECTIONS							TOTAL
	A	B	C	D	E	F	G	
Beginning								
-----								
# OF MARKED PARKING SPACES PER SECTION:	169							169
6:00 AM								
15 AM								
30 AM								
45 AM								
7:00 AM								
15 AM	2							2
30 AM								
45 AM								
8:00 AM								
15 AM	27							27
30 AM								
45 AM								
9:00 AM								
15 AM	47							47
30 AM								
45 AM								
10:00 AM								
15 AM	33							33
30 AM								
45 AM								
11:00 AM								
15 AM								
30 AM								
45 AM								
12:00 NOON								
15 PM								

COMMENTS: PARKING LOT IS AT THE END OF CYPRESS ST.  
LOT IS 0.2 MILES IN LENGTH.

N  
4

SOCCER  
FIELD



TRACK



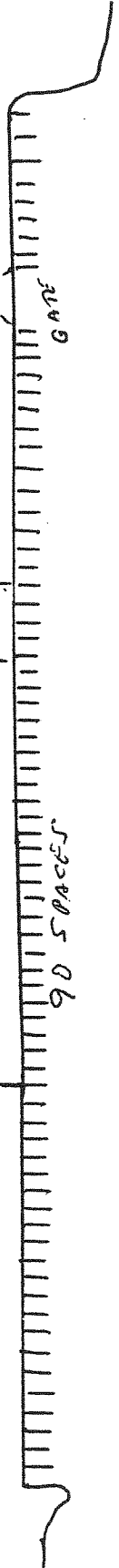
Diamond #2



Diamond #1

TENNIS  
COURTS

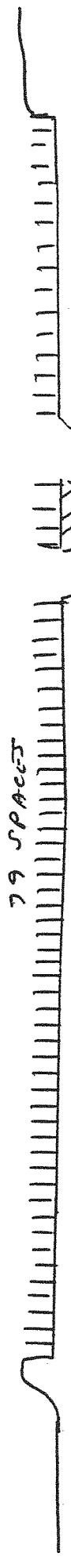
CYPRESS ST.



90 SPACES

GATE

79 SPACES



PARKING LOT IS END OF CYPRESS ST.  
LOT IS 1/2 MI. IN LENGTH

BOYS  
HONKING  
PAPER



Traffic Data Services, Inc.  
(714) 541-2228

PARKING STUDY

LOCATION: COLUMBUS TUSTIN PARK  
PROSPECT @ IRVINE BLVD

CITY: TUSTIN

DATE: 11/05/98

DAY: THURSDAY

FILENAME: 11807P1P

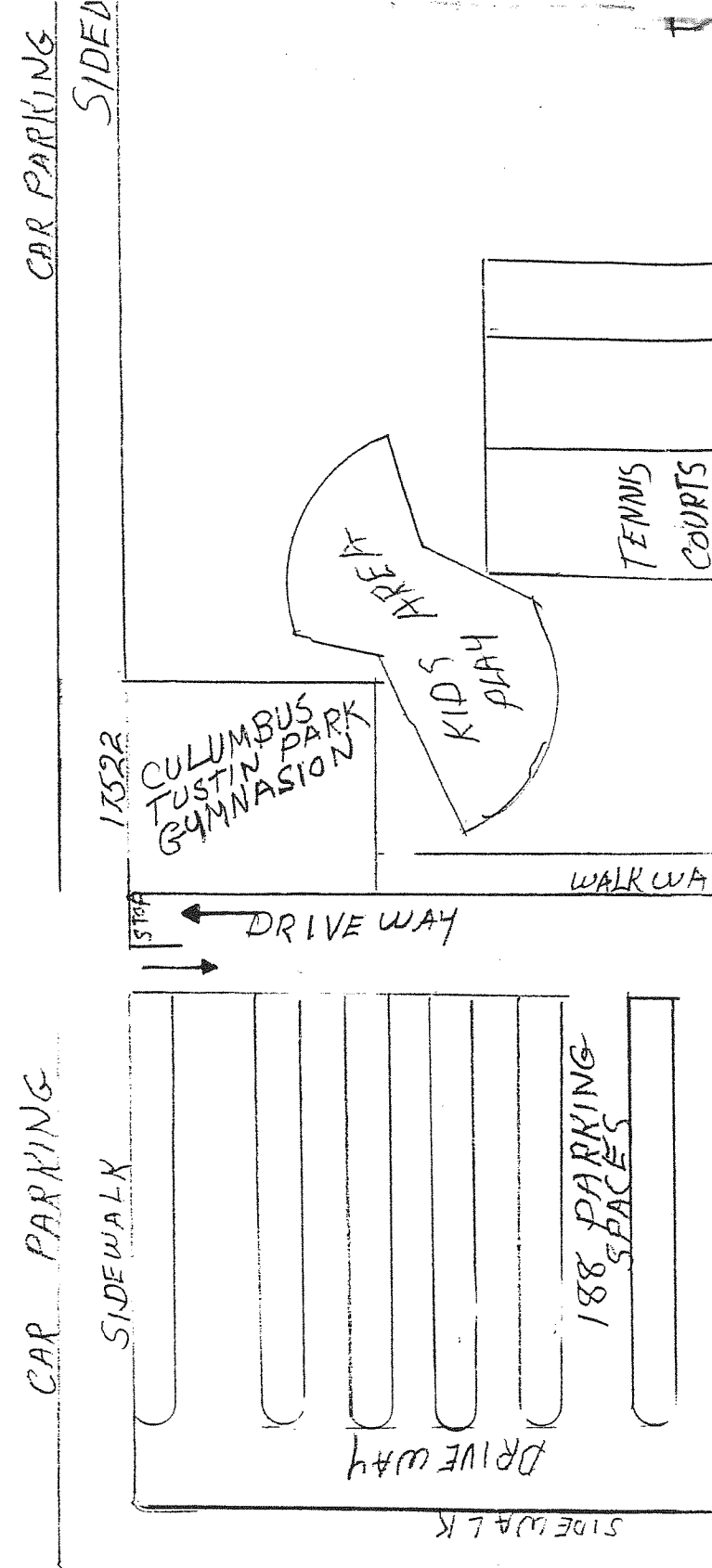
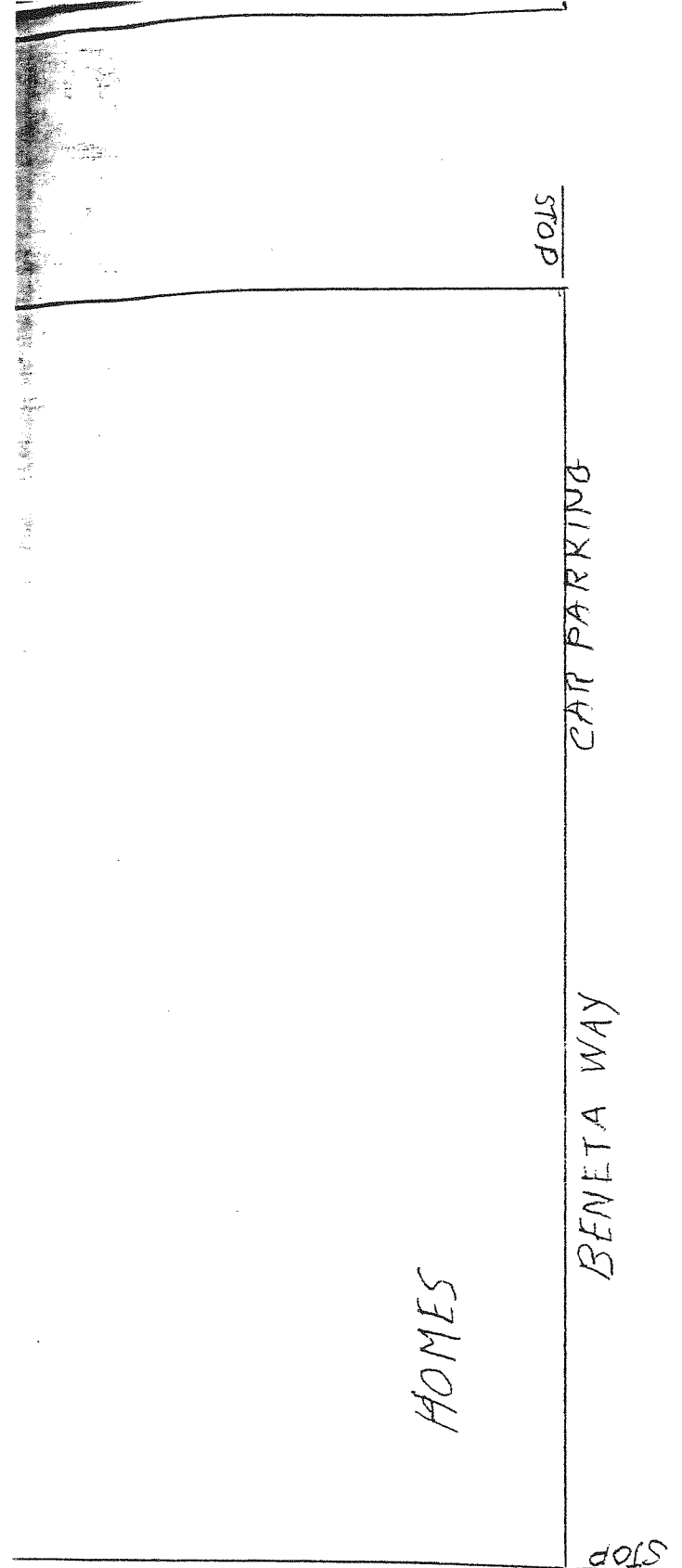
---

TIME Period	ZONES				ZONES								TOTAL
Beginning	1	2	3	4	5	6	7	8	9	10	11	12	
SPACES:	188	30	30	150									398
6:00 AM													
30 AM													
7:00 AM													
30 AM													
8:00 AM													
30 AM													
9:00 AM													
30 AM													
10:00 AM													
30 AM													
11:00 AM													
30 AM													
12:00 NOON													
3:00 PM													
30 PM	59	0	0	0									59
4:00 PM	70	0	0	0									70
30 PM	16	6	0	0									22
5:00 PM	47	22	0	0									69
30 PM	78	24	0	0									102
6:00 PM	110	24	0	0									134
30 PM	129	21	5	0									155
7:00 PM	106	18	4	0									128
30 PM	148	25	3	0									176
8:00 PM	115	19	1	0									135
30 PM	102	17	1	0									120
9:00 PM	83	14	0	0									97
30 PM	49	9	0	0									58
10:00 PM	10	4	0	0									14
30 PM													

---

COMMENTS: ZONE 1 = LOT  
ZONE 2 = IRVINE BLVD  
STREET PARKING IS ESTIMATED.

ZONE 3 = PROSPECT AVE  
ZONE 4 = BENETA WAY



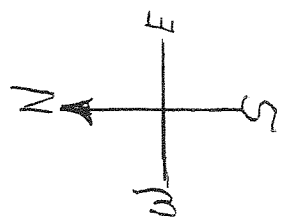
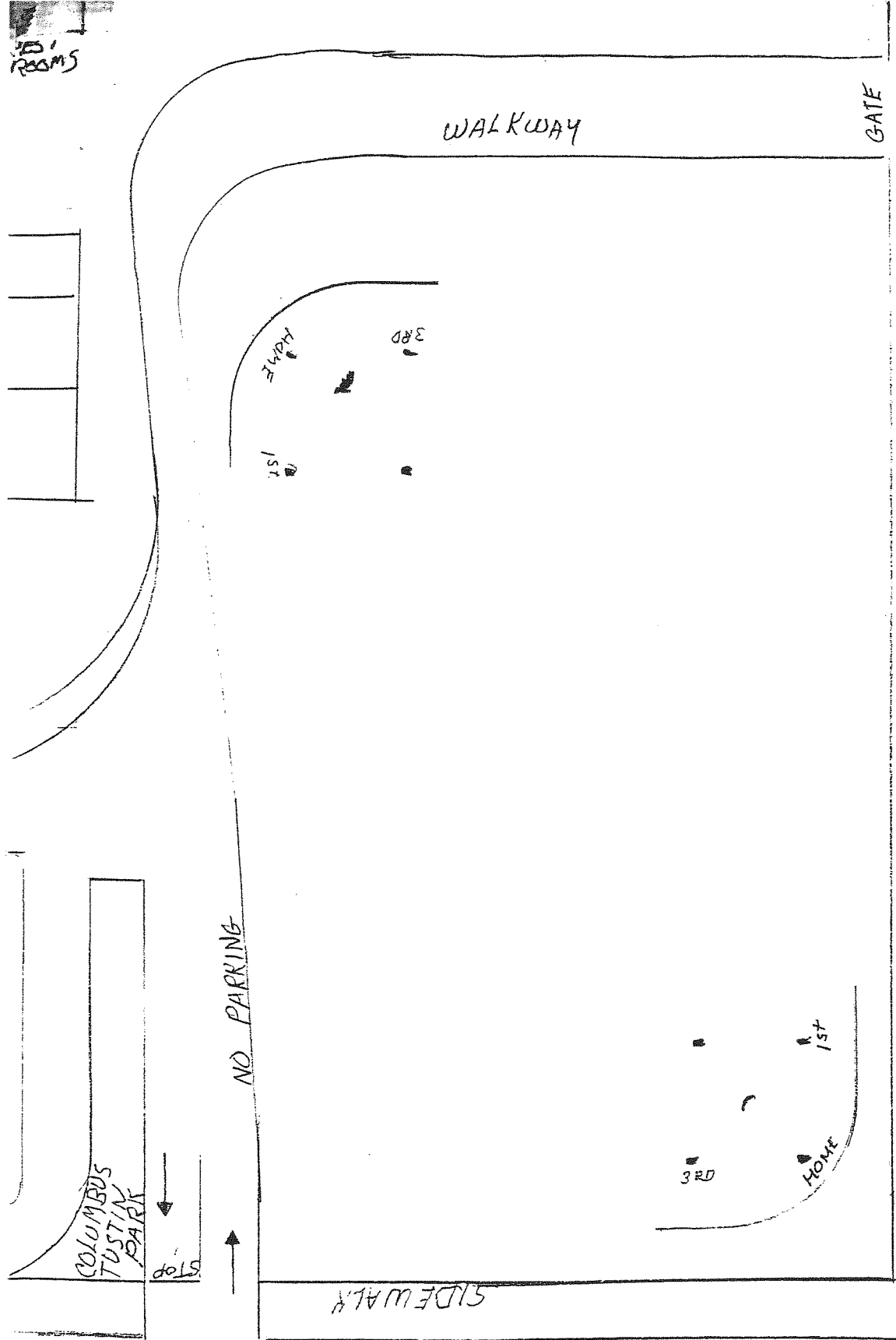
COLUMBUS TUST  
MIDDLE SCHOO

ALK

PROSPECT AVENUE

(3)

15 ROOMS



75FT RED CURB  
 SIDEWALK  
 75FT RED CURB

500FT  
 CARS PARK

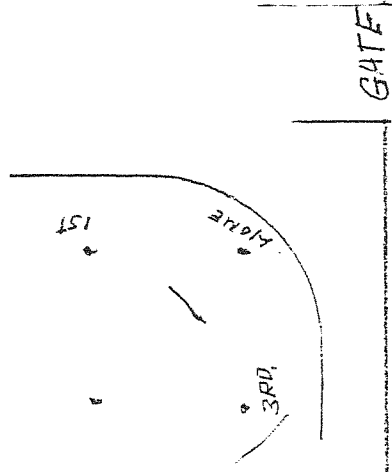
IRVINE BLVD.



SOFT BALL FIELDS

AND

SOCER FIELD



CARS PARK

500 FT

Traffic Data Services, Inc.  
 (714) 541-2228

PARKING STUDY

LOCATION: CHAPPAROSA PARK  
 CHAPPAROSA PARK RD

CITY: LAGUNA NIGUE

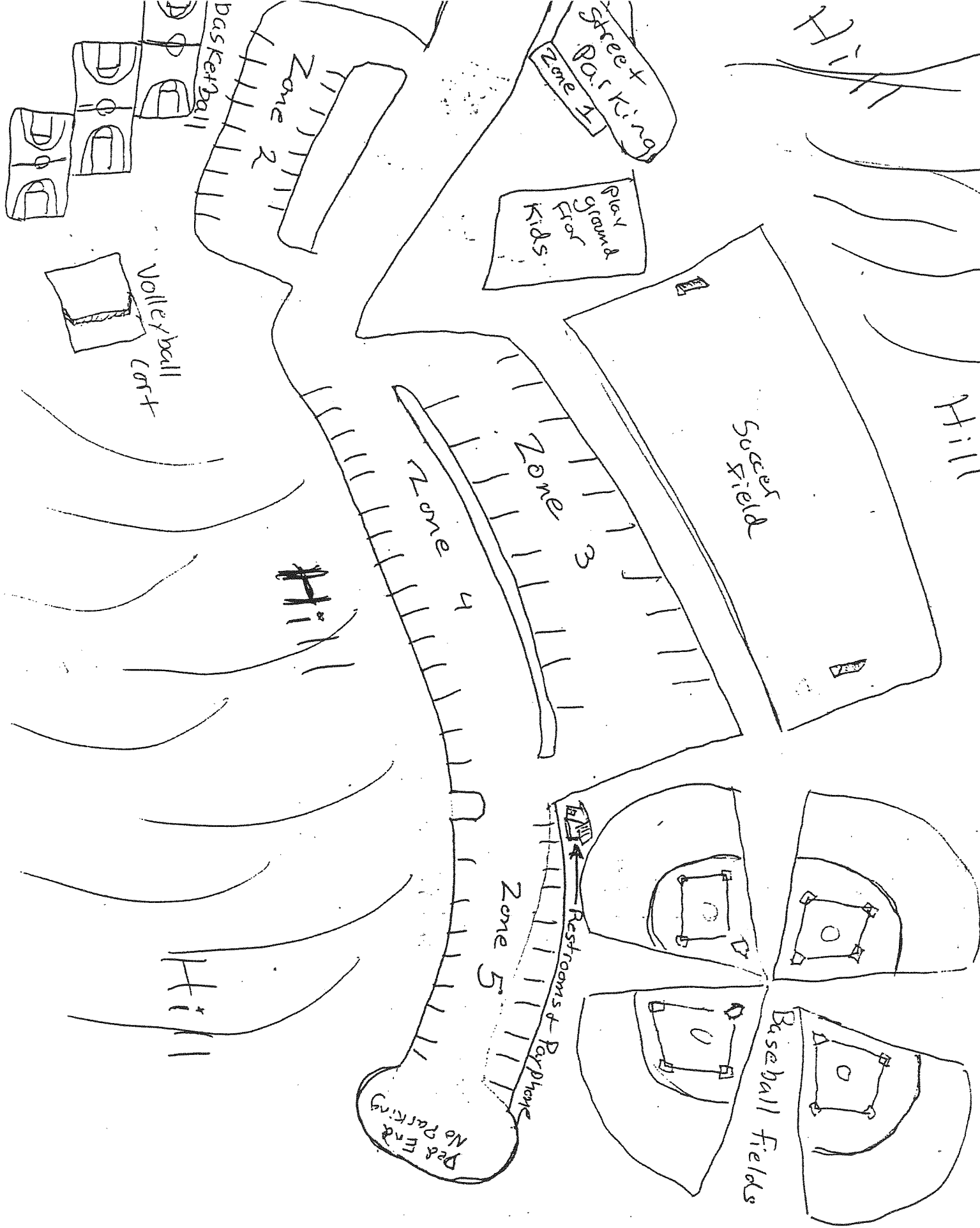
DATE: 11/05/98

DAY: THURSDAY

FILENAME: 11807P2P

TIME Period	ZONES					ZONES					TOTAL		
	1	2	3	4	5	6	7	8	9	10		11	12
Beginning													
SPACES:		29	98	46	40								213
6:00 AM													
30 AM													
7:00 AM													
30 AM													
8:00 AM													
30 AM													
9:00 AM													
30 AM													
10:00 AM													
30 AM													
11:00 AM													
30 AM													
12:00 NOON													
3:00 PM													
30 PM	2	20	1	0	3								26
4:00 PM	2	26	7	0	4								39
30 PM	2	14	17	1	2								36
5:00 PM	2	4	37	1	16								60
30 PM	2	1	35	1	12								51
6:00 PM	2	0	38	10	13								63
30 PM	2	0	28	12	37								79
7:00 PM	2	0	46	12	33								93
30 PM	2	0	20	4	27								53
8:00 PM	2	0	26	2	21								51
30 PM	2	0	17	1	27								47
9:00 PM	2	0	26	4	19								51
30 PM	2	0	29	4	17								52
10:00 PM	2	0	28	4	17								51
30 PM													

COMMENTS: FOR LOCATIONS OF ZONES SEE ATTACHED MAP.



VEHICLE OCCUPANCY SUMMARY

LOCATION: CHAPPAROSA PARK  
CHAPPAROSA PARK RD

FILENAME: 11807V2P

CITY: LAGUNA NIGUEL

DATE: 11/05/98

A R R I V I N G

D E P A R T I N G

DAY: THURSDAY

15 Min Period Beginning	VEHICLES ARRIVING INCLUDING DRIVER							VEHICLES DEPARTING INCLUDING DRIVER						
	DRIVER ONLY	2 PEOPLE	3 PEOPLE	4 PEOPLE	5 PEOPLE	6 OR MORE PEOPLE	TOTAL VEHICLES ARRIVING	DRIVER ONLY	2 PEOPLE	3 PEOPLE	4 PEOPLE	5 PEOPLE	6 OR MORE PEOPLE	TOTAL VEHICLES DEPARTING
4:45 PM	19	12	1	0			32	12	5	1	0			18
5:15 PM	8	7	2	0			17	11	4	0	0			15
5:45 PM	13	22	3	0			38	12	9	2	0			23
6:15 PM	8	9	0	0			17	4	7	2	0			13
6:45 PM	11	15	4	2			32	11	4	1	0			16
7:45 PM	13	5	0	0			18	10	1	2	0			13
8:15 PM	7	1	1	1			10	2	1	0	0			3
8:45 PM	14	3	1	0			18	3	10	1	0			14
9:15 PM	3	1	0	0			4	1	0	0	0			1
9:45 PM	1	0	0	0			1	1	0	1	0			2
TOTALS VEH.	97	75	12	3	0	0	187	67	41	10	0	0	0	118
TOTAL OCC.	97	150	36	12	0	0	295	67	82	30	0	0	0	179

AVG. VEH. OCC. ARRIVING = 1.58

AVG. VEH. OCC. DEPARTING = 1.52

COMMENTS: DIFFICULTY SEEING OCCUPANTS AFTER SUNSET.

Traffic Data Services, Inc.  
VEHICLE OCCUPANCY SUMMARY

LOCATION: SPORTS COMPLEX

CITY: SAN DIMAS

FILENAME: 12204V02

DATE: 12/05/92

DAY: SATURDAY

15 Min Period Beginning	A R R I V I N G							D E P A R T I N G						
	VEHICLES ARRIVING DRIVER ONLY	VEHICLES ARRIVING 2 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 3 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 4 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 5 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 6 PEOPLE INCLDG DRIVER	TOTAL VEHICLES ARRIVING	VEHICLES DEPARTING DRIVER ONLY	VEHICLES DEPARTING 2 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 3 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 4 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 5 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 6 PEOPLE INCLDG DRIVER	TOTAL VEHICLES DEPARTING
6:00 AM														
:15 AM														
:30 AM														
:45 AM														
7:00 AM														
:15 AM	3	4	1	0	0	0	8	4	0	0	0	0	0	4
:30 AM	2	8	1	1	0	0	12	3	0	0	0	0	0	3
:45 AM	4	5	0	0	0	0	9	1	0	0	0	0	0	1
8:00 AM	2	2	5	0	0	0	9	2	1	1	0	0	0	4
:15 AM	5	3	1	0	0	0	9	1	0	0	0	0	0	1
:30 AM	2	1	0	0	0	0	3	0	0	0	0	0	0	0
:45 AM	0	2	2	0	0	0	4	3	0	0	0	0	0	3
9:00 AM	4	8	2	4	0	0	18	6	4	0	0	0	0	10
:15 AM	5	6	1	0	0	0	12	11	12	6	1	0	0	30
:30 AM	6	2	2	0	0	0	10	2	3	1	1	0	0	7
:45 AM	6	1	0	0	0	0	7	0	0	0	0	0	0	0
10:00 AM														
:15 AM														
:30 AM														
:45 AM														
11:00 AM														
:15 AM														
:30 AM														
:45 AM														
12:00 NOON														
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2:00 PM														
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:45 PM														
5:00 PM														
:15 PM														
:30 PM														
:45 PM														
6:00 PM														
:15 PM														
:30 PM														
:45 PM														
TOTALS:	39	42	15	5	0	0	101	33	20	8	2	0	0	63

COMMENTS: OCCUPANTS EASIER TO DISCERN THAN PREVIOUS NIGHT, ALTHOUGH SOME KIDS LIE DOWN IN SEAT OR IN VANS WITHOUT WINDOWS, ETC. ABILITY TO SEPARATE FROM TENNIS COURTS AND BOYS HOME OK TODAY.

Traffic Data Services, Inc.  
VEHICLE OCCUPANCY SUMMARY

LOCATION: SPORTS COMPLEX CYPRESS STREET

CITY: SAN DIMAS

FILENAME: 12204V01  
DATE: 12/04/92  
DAY: FRIDAY

15 Min Period Beginning	A R R I V I N G							D E P A R T I N G						
	VEHICLES ARRIVING DRIVER ONLY	VEHICLES ARRIVING 2 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 3 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 4 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 5 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 6 PEOPLE INCLDG DRIVER	TOTAL VEHICLES ARRIVING	VEHICLES DEPARTING DRIVER ONLY	VEHICLES DEPARTING 2 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 3 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 4 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 5 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 6 PEOPLE INCLDG DRIVER	TOTAL VEHICLES DEPARTING
10:00 AM														
:15 AM														
:30 AM														
:45 AM														
11:00 AM														
:15 AM														
:30 AM														
:45 AM														
12:00 NOON														
:15 PM														
:30 PM														
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:30 PM														
:45 PM														
4:00 PM														
:15 PM														
:30 PM														
:45 PM														
5:00 PM														
:15 PM														
:30 PM	8	3	0	0	0	0	11	2	0	0	0	0	0	2
:45 PM	11	5	1	0	0	0	17	4	1	0	0	0	0	5
6:00 PM	2	2	0	0	0	0	4	2	1	0	0	0	0	3
:15 PM	2	1	0	0	0	0	3	6	1	0	0	0	0	7
:30 PM	3	2	0	0	0	0	5	3	0	0	0	0	0	3
:45 PM	9	4	0	0	0	0	13	4	3	0	1	0	0	8
7:00 PM	8	1	1	0	0	0	10	4	0	1	0	0	0	5
:15 PM	10	2	1	0	0	0	13	18	6	2	0	0	0	26
:30 PM	4	1	0	0	0	0	5	6	2	0	0	0	0	8
:45 PM	5	2	0	0	0	0	7	1	0	1	0	0	0	2
8:00 PM	4	2	0	0	0	0	6	0	1	0	0	0	0	1
:15 PM	7	6	3	0	0	0	16	2	1	0	0	0	0	3
:30 PM	6	1	0	1	1	0	9	12	6	1	0	0	0	19
:45 PM	12	2	0	0	0	0	14	4	0	0	0	0	0	4
9:00 PM														
:15 PM														
:30 PM														
:45 PM														
10:00 PM														
:15 PM														
:30 PM														
:45 PM														
TOTALS:	91	34	6	1	1	0	133	68	22	5	1	0	0	96

COMMENTS: DIFICULT TO SEE OCCUPANTS - MANY HAVE TINTED GLASS - ALSO DIFICULT TO DETERMINE IF VEHICLES GO TO BOYS HOME, TENNIS COURTS, ETC. ONE TEAM DIDN'T SHOW FOR 1ST GAME ON DIAMOND #2 - GAME CANCELED. HARD TO TELL HOW MANY PEOPLE IN STANDS, BUT NEVER MORE THAN 20.

Traffic Data Services, Inc.  
VEHICLE OCCUPANCY SUMMARY

LOCATION: IMPERIAL MIDDLE SCHOOL SOCCER FIELD PARKING (ZONES A & D)

CITY: LA HABRA

FILENAME: 12204V03  
DATE: 12/05/92  
DAY: SATURDAY

15 Min Period Beginning	A R R I V I N G							D E P A R T I N G						
	VEHICLES ARRIVING DRIVER ONLY	VEHICLES ARRIVING 2 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 3 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 4 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 5 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 6 PEOPLE INCLDG DRIVER	TOTAL VEHICLES ARRIVING	VEHICLES DEPARTING DRIVER ONLY	VEHICLES DEPARTING 2 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 3 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 4 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 5 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 6 PEOPLE INCLDG DRIVER	TOTAL VEHICLES DEPARTING
6:00 AM														
:15 AM														
:30 AM														
:45 AM														
7:00 AM														
:15 AM	3	2	0	0	0	0	5	0	0	0	0	0	0	0
:30 AM	0	1	1	0	0	1	3	0	0	0	0	0	0	0
:45 AM	0	8	4	2	2	2	18	0	0	0	0	0	0	0
8:00 AM	1	4	0	0	0	0	5	0	0	0	0	0	0	0
:15 AM	1	1	2	1	0	0	5	0	0	0	0	0	0	0
:30 AM	0	3	1	0	0	0	4	2	1	0	0	0	0	3
:45 AM	0	1	0	0	0	0	1	1	0	0	2	0	0	3
9:00 AM	0	19	4	0	1	0	24	3	4	3	1	0	0	11
:15 AM	0	5	3	4	0	0	12	1	3	2	3	0	2	11
:30 AM	4	21	10	5	0	0	40	1	5	5	2	3	0	16
:45 AM	0	23	9	10	7	0	49	2	3	2	1	2	0	10
10:00 AM														
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:45 PM														
TOTALS:	9	88	34	22	10	3	166	10	16	12	9	5	2	54

COMMENTS: THIS COUNT INCLUDES ZONES A & D.  
COUNT FROM ZONE "A" MAY BE WEAK DUE TO TINTED WINDOWS, VANS, AND DISTANCE (APPROX. 1000 FEET) FROM OBSERVATION POINT. IT WAS DIFFICULT EVEN WHEN USING BINOCULARS.

Traffic Data Services, Inc.  
VEHICLE OCCUPANCY SUMMARY

LOCATION: IMPERIAL MIDDLE SCHOOL SOCCER FIELD PARKING (ZONES B, C, & E)

CITY: LA HABRA

FILENAME: 12204V04

DATE: 12/05/92

DAY: SATURDAY

15 Min Period Beginning	A R R I V I N G							D E P A R T I N G						
	VEHICLES ARRIVING DRIVER ONLY	VEHICLES ARRIVING 2 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 3 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 4 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 5 PEOPLE INCLDG DRIVER	VEHICLES ARRIVING 6 PEOPLE INCLDG DRIVER	TOTAL VEHICLES ARRIVING	VEHICLES DEPARTING DRIVER ONLY	VEHICLES DEPARTING 2 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 3 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 4 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 5 PEOPLE INCLDG DRIVER	VEHICLES DEPARTING 6 PEOPLE INCLDG DRIVER	TOTAL VEHICLES DEPARTING
6:00 AM														
:15 AM														
:30 AM														
:45 AM														
7:00 AM														
:15 AM	6	5	3	0	0	0	14	5	0	0	0	0	0	5
:30 AM	3	12	3	0	0	0	18	4	0	0	0	0	0	4
:45 AM	5	18	3	0	0	0	26	1	0	0	0	0	0	1
8:00 AM	7	10	2	0	0	0	19	0	0	0	0	0	0	0
:15 AM	2	4	1	1	0	0	8	1	1	0	0	0	0	2
:30 AM	2	1	0	1	0	0	4	3	1	0	0	0	0	4
:45 AM	3	2	2	1	0	0	8	1	1	0	0	0	0	2
9:00 AM	2	7	3	2	0	0	14	3	0	0	1	0	0	4
:15 AM	1	6	1	1	0	0	9	3	3	0	0	0	0	6
:30 AM	2	2	6	4	1	0	15	3	10	4	4	0	0	21
:45 AM	5	16	6	6	1	0	34	0	4	1	0	0	0	5
10:00 AM														
:15 AM														
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6:00 PM														
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:30 PM														
:45 PM														
TOTALS:	38	83	30	16	2	0	169	24	20	5	5	0	0	54

COMMENTS: ALL ARRIVALS ARE ACCURATE, BUT DEPARTURES FROM ZONE C MAY BE WEAK DUE TO TINTED WINDOWS AND DISTANCE FOR OBSERVATION. ARRIVALS = 20 YDS; DEPARTURES = 60 YDS.  
AT 8:00 AM A VEHICLE ARRIVED WITH 7 PASSENGERS.  
AT 9:30 AM A VEHICLE DEPARTED WITH 7 PASSENGERS.



IMPERIAL HWY

N ↑

EVCLID

PAT KELLEY (AFA)  
WILL BE HERE AT 7:30 AM  
FOR 1ST GAME IF YOU HAVE  
ANY QUESTIONS

FIELD

FIELD

FIELD

COUNTER

STREET PARKING

NO PARKING SIGN

PARKWOOD

FIELD

FIELD

APPROX 1000 FT

SCHOOLWOOD

WALNUT

PARKING

PARKING

NO PARKING

~~FIELD~~

PARKING C

COUNTER

PARKING B

STREET PARKING

~~FIELD~~

SANDLEWOOD

