

**ATWOOD MULTIPURPOSE TRAIL PROJECT**  
**MITIGATED MONITORING AND REPORTING PROGRAM**

**STATE CLEARINGHOUSE No.: 2023060210**

**PREPARED FOR:**

**CITY OF PLACENTIA  
401 EAST CHAPMAN AVENUE  
PLACENTIA, CALIFORNIA 92870**

**PREPARED BY:**

**SAPPHOS ENVIRONMENTAL, INC.  
430 NORTH HALSTEAD STREET  
PASADENA, CALIFORNIA 91107**

**JULY 2023**

**TABLE OF CONTENTS**

---

<b>SECTION</b>	<b>PAGE</b>
1. Project Description .....	1-1
1.1 Project Location .....	1-1
1.2 Project Goals and Objectives .....	1-2
1.3 Project Elements .....	1-3
1.4 Construction Activities .....	1-5
1.5 Operations and Maintenance .....	1-10
1.6 Required Approvals .....	1-10
2. MITIGATION MONITORING AND REPORTING PROGRAM .....	2-1

<b>TABLE</b>	<b>PAGE</b>
1.4-1 Construction Schedule and Phases .....	1-7
1.4-2 Anticipated Construction Equipment .....	1-8
2-1 Mitigation Monitoring and Reporting Program .....	2-2

## **SECTION 1.0**

### **PROJECT DESCRIPTION**

---

Section 21081.6 of the Public Resources Code, enacted by passage of Assembly Bill 3180 (Cortese Bill), requires public agencies approving projects with significant environmental impacts to adopt a monitoring and reporting program. The objective of the program is to ensure that mitigation measures adopted to avoid or mitigate significant environmental impacts are implemented. Section 21081.6 of the Public Resources Code requires all state and local agencies to establish monitoring and reporting programs whenever approval of a project relies upon a Mitigated Negative Declaration (MND) or an Environmental Impact Report. In accordance with these requirements, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure that mitigation measures identified in the MND for the Atwood Multipurpose Trail Project (project)<sup>1</sup> are implemented in an effective and timely manner, and that identified impacts are avoided or mitigated to a level of insignificance. The MMRP identifies responsible parties for the mitigation program and includes a detailed discussion of monitoring and reporting procedures for each mitigation measure.

#### **1.1 PROJECT LOCATION**

The approximately 2.4-acre project site is located within the community of Atwood in the City of Placentia. The neighboring cities include Brea to the north, Anaheim to the south, Fullerton to the west, and Yorba Linda to the east. The City is surrounded by State Route (SR) 91 on the south, SR 57 on the west, and SR 90 (Imperial Highway) on the east side running in a northwest to southeast direction. The project area is bound by Orangethorpe Avenue to the north, BNSF/Metrolink railroad tracks to the west, Lakeview Avenue to the east, and Miraloma Avenue to the south. The trail location is nestled within an urban community and will stretch from BNSF/Metrolink railroad tracks to Lakeview Avenue adjacent to the Parque De Los Niños (PDLN) and the newly constructed Veterans Village facility along the Atwood Channel. The project site can be accessed from three freeways by way of Orangethorpe Avenue: SR 57 (approximately 3.4 miles to the west), SR 90 (2.6 miles to the northeast), and SR 91 (1.4 miles to the southeast). The project site is accessible from Orangethorpe Avenue approximately 0.11 mile and 0.07 mile away from the trailheads along N. Van Buren Street and Richfield Road, respectively.

The project site resides within the City's Council District 3 per the newly adopted 2022 City Council district boundaries (ordinance O-2022-02) at the southernmost area of the City Council district and southeastern most area of the city boundary. The project site is also located on 11 Assessor's Parcel Numbers (APNs): 346-162-03, 346-164-19, 346-171-02, 346-013-16, 346-015-04, 346-241-03, 346-241-02, 346-331-09, 346-331-10, 1300794985, and 130145688. Two of the parcels, 346-162-03 and 1300794985, correlate to the Trail Extension and bridge features that are OTBD by the City and Caltrans. The first nine parcels are within the Orange County Flood Control District (District) easement. Of the remaining parcels, one is part of the District easement (APN 1301456881) and is adjacent to Lakeview Loop on the east end, and the other (APN 1300794985) is on the opposite end as part of the BNSF/Metrolink railroad tracks, abutting the District easement on the east side (see Figure 1.4-3, *Parcel Map*, in the MND).<sup>2</sup> The project site appears on the U.S. Geological Survey (USGS) 7.5-minute series Orange topographic quadrangle. The elevation of the project site ranges from approximately 258.3 feet above mean sea level (AMSL) near the east end

---

<sup>1</sup> City of Placentia. July 2023. Atwood Multipurpose Trail Project: Final Mitigated Negative Declaration. State Clearinghouse No.: 2023060210. Prepared by Sapphos Environmental, Inc.

<sup>2</sup> City of Placentia. July 2023. Atwood Multipurpose Trail Project: Final Mitigated Negative Declaration. State Clearinghouse No.: 2023060210. Prepared by Sapphos Environmental, Inc.

of the trail at Lakeview Ave to 243.0 feet AMSL near the west end of the trail, just east of the BNSF/Metrolink railroad tracks. The site is relatively flat with an approximate 15.3-foot rise in elevation between the west end and east end of the 1.0-mile trail length as identified in the trail improvement plans).

## **1.2 PROJECT GOAL AND OBJECTIVES**

The project is part of a coordinated effort with Orange County, the Orange County Transportation Authority (OCTA), and neighboring cities to provide a diversified transportation network. The coordinated agreements include shared goals and objectives for creating connectivity countywide.

### **Goals**

The project has five goals:

1. Close gaps in Placentia's active transportation network.
2. Provide greater connectivity to the neighborhoods that straddle the Atwood community within Placentia (including the Placentia Veteran's Village and Atwood Communities.
3. Incentivize new active transportation users.
4. Promote public health and a walkable community.
5. Provide pedestrian access to and from recreational and transit amenities to the disadvantaged communities within the City.
6. Provide new safe and off-street recreational trail opportunities

### **Objectives**

The City has identified seven objectives of the project:

1. Create a trail alignment that provide connectivity opportunities.
2. Provide safe and continuous trails that avoid vehicular and locomotive crossings.
3. Provide opportunities for access points that connect the trail to neighborhoods, parks, schools, and transit.
4. Provide a dedicated Class I trail that connects to the existing Class II/III bike lanes along Jefferson Street, Richfield Road, and Lakeview Avenue north of Orangethorpe Avenue
5. Provide a dedicated Class I trail that connects to a Class II trail along Richfield Road south of Orangethorpe Avenue.
6. Provide full ADA accessibility, landscaping enhancements, and amenities along the trail.
7. Develop strategies for implementation.
8. Connect the existing Tracks at Brea Trail and the OC Loop from arterial streets.

Benefits to the City based on the City's goals and policies include the following:

- Providing City- and county-wide bikeway connectivity for healthy living (Class I – bike trails, Class II – bike lanes, and Class III – bike routes)
- Local and regional linkage to public transit such as rail lines, buses, and other trails for exploring Orange County
- Accessibility to recreational and institutional facilities such as parks and schools (walking or biking) citywide and regionally
- Providing facilities that promote physical activity, biking, and walking to help reduce health risk

- Inclusion of bikeways to combat climate change through a multimodal transportation approach
- Improvement of bikeway connectivity while closing gaps in existing bikeway network
- Accessibility of key destinations
- Providing safe connection and crossings
- Elevating Placentia’s mission to healthy communities

### 1.3 PROJECT ELEMENTS

The project will be an approximately 20-foot-wide trail and will occur alongside the Atwood Channel right-of-way (ROW). The trail will include a paved multiuse path; midblock crossings with Americans with Disabilities Act (ADA) accessibility including modified sidewalks and curb ramps; access gates; a trailhead at PDLN; new street signs; path striping and wayfinding signage; and landscaping along selected shoulders or stormwater quality best management practices (BMPs) adjacent to the path. Mid-block crossing options are identified and will be included at the mentioned bisected streets or intersections (S. Van Buren St, Richfield Rd, Fee Ana St, and Lakeview Loop) for providing residents with connection to residential areas and parks. Existing trail slope/grades will be maintained where possible.

The project will include the construction of a 1.0-mile-long segment multiuse trail stretching from the BNSF/Metrolink rail line tracks to Lakeview Avenue to expand the City’s bikeway network and enhance pedestrian and biking connectivity. A 0.1-mile-long segment from Jefferson Street to the BNSF/Metrolink railroad tracks that includes a trail extension and a bridge over the BNSF/railroad tracks is under consideration as “Optional To Be Determined” (OTBD) by the City and Caltrans. The trail extension, inclusive of the bridge over the BNSF/Metrolink railroad tracks, is OTBD and will be identified as the trail extension (OTBD) or third segment for simplification. The trail extension (OTBD) is mentioned for reference, context, and the purpose of potential future bikeway connectivity and not a part of the project’s limit of work. The multipurpose trail identifies a two-part trail segment as well as a third segment under consideration for future trail connectivity reference (see Figure 1.10-1, *Project*, in the MND):<sup>3</sup>

1. Main Trail
2. Class II Bike Facility (Bike Lane)
3. Trail Extension (OTBD)

The project will incentivize new active transportation users and promote public healthy by providing residents with a dedicated Class I trail that includes full ADA accessibility, landscaping enhancements, and access to amenities including three trail crossings at the intersections of S. Van Buren Street, Richfield Road, and Fee Ana Street. Furthermore, the project will provide opportunities for local access points along the alignment to the Placentia Heights Development<sup>4</sup> (also known as the Hudson Townhomes<sup>5</sup>) on the western end at S. Van Buren Street and the Placentia Veterans Village<sup>6</sup> on the eastern end at Lakeview Loop and Veterans Way. The trail will

<sup>3</sup> City of Placentia. July 2023. Atwood Multipurpose Trail Project: Final Mitigated Negative Declaration. State Clearinghouse No.: 2023060210. Prepared by Sapphos Environmental, Inc.

<sup>4</sup> City of Placentia. October 28, 2021. City Administrator’s Weekly Briefing. <https://www.placentia.org/Archive.aspx?ADID=4590>

<sup>5</sup> City of Placentia. N.d. Hudson Townhomes. <https://placentia.org/964/Hudson-Townhomes> (accessed March 31, 2022).

<sup>6</sup> City of Placentia. N.d. Placentia Veterans Village. <https://placentia.org/724/Placentia-Veterans-Village> (accessed April 25, 2022).

alternate between north and south sides along the Atwood Channel within the District maintenance easement. This will allow for maximizing trail accessibility and connectivity opportunities.

### *Main Trail*

The main trail will be approximately 0.9-mile-long and extend from the BNSF/Metrolink railroad tracks on the west end, approximately 600 feet from Jefferson Street, to Lakeview Loop on the east end. The project site is surrounded by a network of roadways as identified in the Master Plan of Arterial Highways (MPAH) of the City's General Plan including Orangethorpe Avenue, Lakeview Avenue, Jefferson Street, Richfield Road, Miraloma Avenue, and S. Van Buren Street.<sup>7</sup> The main trail will be bisected by three of these roadways: from west to east, S. Van Buren Street, Richfield Road, and Lakeview Loop (see Figure 1.10-1; Figure 1.10-2, *Proposed Multipurpose Trail Improvement Plans*, in the MND).<sup>8</sup> The main trail will also be bisected by Fee Ana Street, a minor roadway. The bisections of the roadways will create four street-to-street sections:

1. BNSF railroad tracks to S. Van Buren Street
2. S. Van Buren Street to Richfield Road
3. Richfield Rd. to Fee Ana Street
4. Fee Ana Street to Lakeview Loop

### *Class II Bike Lane*

The Class II bike facility or bike lane will be an approximate 0.1-mile-long segment that connects from the main trail at Lakeview Loop and continues in a southerly fashion, then curving easterly towards Lakeview Avenue to connect to an existing Class II bike lane.

### *OTBD*

Two options are under consideration by the City: (1) the inclusion of fencing along the edge of the channel and (2) the trail extension (OTBD). The trail extension (OTBD) will link the main trail to the trail extension to safely connect it all the way to Jefferson Street and the existing trail system. The options under consideration, fencing and trail extension (OTBD), are not a part of this project's limit of work.

The trail extension (OTBD) will be approximately 0.1 mile in length between the west end of the main trail (at the BNSF railroad tracks) to Jefferson Street. It is intended to connect the main trail to Jefferson Street as well as the City's bikeway network. For future bikeway connectivity, the bisection on Jefferson Street per the MPAH will only occur by the trail extension (OTBD) which is not a part of this project's limit of work.

## **Countywide Transportation Network**

As part of the OCTA funding and in collaboration with OCTA and other Orange County cities, the development of the project scope focused on the identification and prioritization of a regional bikeway for serving commuters and recreational cyclists alike. The goal of the regional bikeways network is expanding travel choices, improving safety, providing connectivity, and supporting the

---

<sup>7</sup> City of Placentia. October 2019. City of Placentia General Plan Update. <https://www.placentia.org/166/General-Plan-Update>

<sup>8</sup> City of Placentia. July 2023. Atwood Multipurpose Trail Project: Final Mitigated Negative Declaration. State Clearinghouse No.: 2023060210. Prepared by Sapphos Environmental, Inc.

viability of bicycle transportation throughout the County while remaining consistent with OCTA and the various city transportation and mobility plans. Of the 10 regional bikeway corridors identified in the OCTA Commuter Bikeway Strategic Plan subarea, the project has the potential to connect to the Brea Mall CSUF (California State University, Fullerton) – Santa Ana River Trail Corridor.<sup>9</sup> This corridor is accessible west of the project site, by way of Orangethorpe Avenue to the north or Miraloma Avenue to the south. Other nearby corridor connection options to the west and south include the Orangethorpe Corridor and the Santa Ana River to Coyote Creek Corridor. Bus route 30 runs along the Orangethorpe Corridor, furthering the connection opportunities.

## City Bikeways

The project will advance the City's trail network and enhance pedestrian and bikeway connectivity and opportunities. It will be located near existing bikeways to the north, east, west, and south of the project site. The project will provide an opportunity to connect to these nearby bikeways.<sup>10,11,12</sup>

1. Existing Class III bike route along Jefferson Street from Alta Vista to Orangethorpe Avenue  
Existing Class III bike route along N. Van Buren Street from Alta Vista Street to Orangethorpe Avenue
2. Existing Class II bike route on Richfield Rd from Mariposa Avenue to Orangethorpe Avenue
3. Proposed Class II bike route on Richfield Rd. from Orangethorpe Ave to Miraloma Avenue
4. Proposed Class II bike lane along Orangethorpe Ave from S. Rose Drive to Lakeview Avenue (the eastern edge of the City) and connecting to the Orange County bikeway system
5. A City of Anaheim existing bikeway Class II bicycle lane on Lakeview Avenue traversing the full eastern edge of the City

## 1.4 CONSTRUCTION ACTIVITIES

The environmental analysis for the project is based on a potential reasonable worst-case impact scenario for construction activities, including site preparation, grading, paving, and delivery and hauling of construction materials and equipment. Construction activities associated with the project will entail the construction of a multipurpose trail along the existing Atwood Channel ROW extending from the BNSF/Metrolink railway to Lakeview Avenue, including midblock crossings at S. Van Buren Street, Richfield Road, Fee Ana Street and a road connection or Class II bike facility along Lakeview Loop to the existing trail system on Lakeview Avenue.

### Demolition

Demolition activities will include the removal of the existing gravel along the maintenance road and base material for the width of the trail. Additional clearing and grubbing will be required for existing vegetation along the existing property fence lines for new landscape areas where applicable.

---

<sup>9</sup> Orange County Transportation Authority. February 2012. Fourth District Bikeway Strategy. <https://octa.net/pdf/4thDistrictBikewaysReport.pdf>

<sup>10</sup> Orange County. 2012. County of Orange: General Plan. <https://ocds.ocpublicworks.com/service-areas/oc-development-services/planning-development/codes-and-regulations/general-plan>

<sup>11</sup> Orange County Transportation Authority. N.d. OCTA: OC Loop. <https://octa.net/Bike/The-OC-Loop/> (accessed March 11, 2022).

<sup>12</sup> City of Anaheim. N.d. Bicycle Master Plan Bike Anaheim: Interactive Map. <https://anaheim.net/3398/Bicycle-Master-Plan> (accessed March 15, 2022).

## Construction

Construction activities associated with the project, as currently conceived, will entail excavation of material sources, clearing and grubbing, grading, placement of aggregate base and asphalt concrete, revegetation, installation of signs, and installation of lighting and other safety related features necessary to meet current ADA requirements, plus City and County design practice. Anticipated depth for the trail is 12 inches and anticipated depth range for post and fencing may be 30 to 36 inches, pending fence height and required structural depths. Permanent fencing is a feature still under consideration by the City and Caltrans and not a part of the project's limit of work. Temporary fencing will be erected to limit construction impacts to sensitive resources.

Construction activities for the project will include a paved multiuse path composed of Asphalt Concrete (AC) paving and decomposed granite (D.G.) shoulders; midblock crossings including Portland Cement Concrete (PCC) sidewalks and modified curb ramps plus inclusion of crosswalk striping; access gates; a trailhead at PDLN; new street signs; path striping and wayfinding signage; and landscaping along selected shoulders or BMPs adjacent to the path. Drainage will be maintained where possible and away from the channel (see Appendix F, *Hydrology Report*, in the Final MND).<sup>13</sup> The option to include a trail fence along the edge of the channel and trail extension (OTBD) are still under consideration and are not included as part of the project's limit of work or construction activities. Temporary fencing will be built and installed to limit construction impacts to sensitive receptors and restrict access to the construction site. Temporary fencing installation and clearances will comply with the District's requirements. Permanent fencing may potentially occur in areas where the trail is pinched or narrowed to meander around obstructions along the edge of the channel but will be determined by the City and Caltrans.

Existing utilities within the project area will not be removed or relocated. Consideration of the existing utilities were reviewed and coordinated during the design development process. Utilities within the project site will remain in place and be protected during construction of the project.

## Construction Schedule and Phases

Construction of the project is expected to commence in 2025 and will occur for approximately 8 months. Coordination with the District will be required to determine the seasons when construction can occur adjacent to the channel. Each of the five project sections will entail three construction activities: site preparation, grading, and paving (Table 1.4-1, *Construction Schedule and Phases*).

---

<sup>13</sup> City of Placentia. July 2023. Atwood Multipurpose Trail Project: Final Mitigated Negative Declaration. State Clearinghouse No.: 2023060210. Prepared by Sapphos Environmental, Inc.

**TABLE 1.4-1  
CONSTRUCTION SCHEDULE AND PHASES**

<b>Phases</b>	<b>Project Segment</b>	<b>Construction Activity</b>	<b>Anticipated Construction Period</b>	<b>Total Stage Duration</b>
<b>Section 1:</b> BNSF railroad to S. Van Buren Street	Segment 1 (Main Trail)	<p><b>Site Preparation:</b> Preparation of the site will include clearing and grubbing for existing vegetation along the property fence lines for new landscape areas.</p> <p><b>Grading:</b> Completion of grading activities will occur for all phases which will include the removal of the existing gravel along the maintenance road and base material for the width of the path.</p> <p>The Contract will be required to minimize disturbance to the channel and provide a Best Management Plan to prevent sediment from entering into natural state water.</p> <p><b>Paving:</b> The project will include a paved path with landscape shoulders or BMPs adjacent to the path.</p>	August–November 2025	3 months
<b>Section 2:</b> S. Van Buren Street to Richfield Road			November 2025–March 2026	4 months
<b>Section 3:</b> Richfield Road to Fee Ana Street				
<b>Section 4:</b> Fee Ana Street to Lakeview Loop				
<b>Section 5:</b> Lakeview Loop to Lakeview Avenue	Segment 2 (Class II Bike Facility)	<b>Striping &amp; Signage</b>	March–April 2026	1 month
<b>Optional To Be Determined:</b> Jefferson St to BNSF	Segment 3 (Optional Trail Extension and Bridge)	<p><b>Optional:</b> Site preparation, grading, and construction of bridge/grade separation over the BNSF railroad tracks for connecting the Main Trail to the Trail Extension The bridge/grade separation will include, but not limited to:</p> <ul style="list-style-type: none"> <li>• Concrete structure elevated above the BNSF/Metrolink railroad tracks</li> <li>• Pile and Bent supports under the concrete structure</li> <li>• Striping and signage</li> </ul>	N/A	N/A
<b>Total</b>			<b>August 2025–April 2026</b>	<b>8 months</b>

### Construction Equipment

Project construction will require varying levels of personnel and equipment at the project site during different phases of construction. Construction equipment will include trail dozers, skid steers, narrow track loaders, rollers, and vibrating plate compactors. Specialized narrow-width equipment is

anticipated to be used in areas where the priority is to minimize the width of the construction impact. Hand excavation will be required in limited areas where the trail narrows and/or where the trail may cross within the dripline of oak trees. The construction equipment type used to develop the impact analysis on the project are listed with approximate quantities for the project's limit of work from the BNSF/Metrolink rail line to Lakeview Avenue (Table 1.4-2, *Anticipated Construction Equipment*). It does not include construction equipment for the trail extension (OTBD), which is not part of the project's limit of work.

**TABLE 1.4-2  
ANTICIPATED CONSTRUCTION EQUIPMENT**

Approximate Quantities	Type of Equipment/Vehicle	Approximate Duration of On-Site Construction Activity (days)
1	Skid Steer Loaders	120
1	Cement and Mortar Mixers	180
1	Rubber Tired Dozers	240
1	Plate Compactors	240
1	Pavers	240
1	Paving Equipment	240
1	Rollers	240
1	Rubber Tired Dozers	240
1	Tractors/Loaders/Backhoe	240
	Motorized Hand Augers	240
	Power Drills and Saws	240
	Flatbed trucks (up to 26 feet)	120

### Staging Areas

The project will also include one to two construction staging areas, to be reviewed and confirmed by the City, for maintaining equipment and storing materials during the construction phase. The staging areas will be temporary. These staging areas will be located within the 1.64-acre area shown in Figure 1.10-1 south of the trail. The potential staging areas under consideration that are being evaluated in this initial study will include the empty lots between the Atwood Channel Easement and Vincente Avenue and between S. Van Buren Street and Benjamin Avenue. The staging areas will be fenced off from the public (see Figure 1.10-1 in the MND).<sup>14</sup>

### Best Management Practices

Site preparation and construction of the project will be carried out in a manner consistent with the City building code (adopted from the 2019 State Building Code).<sup>15</sup> Daily construction activities will be consistent with City of Placentia Municipal Code Sections 23.76.050 and 23.76.060 noise regulations, which states that construction equipment is permitted to operate between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, between 9:00 a.m. to 6:00 p.m. on Saturdays, and is prohibited on Sundays or holidays. Noise levels exceeding 70 A-weighted decibels (dBA) for low-density, single-family residences, 70 dBA for multi-family residences, and 75 dBA for office

<sup>14</sup> City of Placentia. July 2023. Atwood Multipurpose Trail Project: Final Mitigated Negative Declaration. State Clearinghouse No.: 2023060210. Prepared by Sapphos Environmental, Inc.

<sup>15</sup> City of Placentia. N.d. Placentia Municipal Code: 20.50.030 Adoption of California Existing Building Code. Available at: <https://qcode.us/codes/placentia/> (accessed May 12, 2022).

buildings, business, commercial and professional land uses are prohibited by the City Noise Control Ordinance, Chapter 9 - Noise Element of the City General Plan.

The contractor shall conduct construction activities in such a manner that the maximum noise levels at the affected project site will not exceed established noise levels. The construction contractor will be required to incorporate BMPs consistent with the guidelines provided in the *California Stormwater Best Management Practice Handbooks: Construction*, for elimination of non-stormwater discharge from the project site; retaining eroded sediments and other pollutants on the site; retaining stockpiles of earth and other construction related materials on site; proper storage of fuels, oils, solvents, and other toxic materials to prevent spills from being washed into the drainage system; retaining concrete wastes on-site until they can be disposed as solid waste; proper covered storage of trash and construction related solid wastes to prevent contamination of rainwater and dispersal by wind; stabilization of roadways to inhibit sediments from being deposited into the public way; and stabilization of any slopes with disturbed soils or denuded of vegetation to inhibit erosion by wind and water. Should the construction period continue into the rainy season, supplemental erosion measures will need to be implemented.

Wherever possible, grading activities will be undertaken outside the normal rainy season (i.e., October 15 to April 15 for most of Southern California), thus minimizing the potential for increased surface runoff and the associated potential for soil erosion. A recommended construction period will begin in late April or early May and completed in late January, assuming the majority of the construction will be completed within this recommended 9-month period. BMPs will be required to control surface runoff and soil erosion for construction taking place during rainy periods. BMPs for erosion control will be implemented during construction and improvements in accordance with the stormwater pollution prevention plan (SWPPP) that will be required by the California State Water Resources Control Board through the Construction General Permit during the construction phase as the project site is over 1 acre in size (see *Required Approvals*, below).

The contractor shall comply with South Coast Air Quality Management District (AQMD) emissions and air quality regulations including Rule 403 requirements regarding fugitive dust control. Construction equipment shall be turned off when not in use. The construction contractor shall ensure that all construction and grading equipment is properly maintained. All vehicles and compressors shall utilize exhaust mufflers and engine enclosure covers (as designed by the manufacturer) at all times.

The contractor will be required to remove all solid waste generated during construction, including diversion of at least 25 percent of their waste stream from landfills, in accordance with Assembly Bill 939. The contractor will also be required to recycle or reuse 50 percent by weight of all construction and demolition debris removed from the project site and submit a recycling and reuse plan and annual reporting to demonstrate compliance with the plan.

### **Construction and Traffic Management Plan**

Minor traffic control will be required at intersection crossing, including but not limited to, lane and shoulder closers for varied durations. Worksite traffic control will occur at the intersection of the Atwood Channel and the following streets: Van Buren Street, Richfield Road, Fee Ana Street, Lakeview Loop, Lakeview Avenue; and at the following street intersections adjacent to the Project: Van Buren Street and Vincente Avenue, Richfield Road and Nancita Street, Nancita Street and Fee Ana Street, and Lakeview Loop and Lakeview Avenue (from Lakeview Loop at the Atwood Channel to Lakeview Avenue). The majority of the construction will occur along the channel; therefore, no detours or parking displacement will be anticipated during construction. The project is anticipated to

result in minimal impacts to the existing circulation around the channel and above the intersection and will likely cause minimal delays through the active construction zone when adjacent to public streets.

Pedestrian access within public ROW will be maintained during construction of the project along Van Buren Street, Richfield Road, Fee Ana Street, Lakeview Loop, and the pedestrian bridge at PDLN. Staging and traffic control specifications will be detailed and presented as part of the final delivery plans, specifications, and estimate following the Environmental Documentation Phase to be applied during construction phases. Temporary fencing may be implemented along the trail to restrict access to the construction site and prevent potential runoff and noise impacts during construction around existing obstructions. The Orange County Flood Control District will implement a two feet horizontal clearance from any obstructions.

Construction access to the project site would occur at existing maintenance road entrances along the Channel through Jefferson Street, Van Buren Street, the pedestrian bridge at PDLN, Richfield Road, Fee Ana Street, and Lakeview Loop.

## 1.5 OPERATIONS AND MAINTENANCE

Operation and maintenance activities would include irrigation to maintain the small new planting areas along the trail. The use of chemical herbicides would be limited to chemicals that are not banned by the County. Trails operation and maintenance activities would be conducted by the Tri-City Park Authority, which was founded as a joint venture by three cities: Brea, Fullerton, and Placentia. The Tri-City Park Authority has the responsibility for acquisition, development including master planning future development, and administering day-to-day maintenance and operations. Chapter 22.54 of the City of Placentia Municipal Code includes the requirements for park and recreation dedication and fees. Per the Agreement No. MA-080-18010066 between the Orange County Flood Control District and the City of Placentia dated September 26, 2017, the proposed project would be constructed and maintained by the City of Placentia.

## 1.6 REQUIRED APPROVALS

- **City of Placentia:** Plan check review and approval; grading permit and inspections.
- **Orange County Flood Control District:** Review and approval of road/flood control improvement plans and specifications; issuance of an encroachment permit with the District's Permit and Plan Review Section for any proposed facilities within the County's right-of-way; improvement to be according to the County Standard Plans.
- **California Department of Fish and Wildlife (CDFW):** Issuance of permits under Section 1600 of the Fish and Game Code related to lake or streambed alterations, as applicable.
- **California State Transportation Agency (Caltrans):** The project is not within Caltrans jurisdiction. No Caltrans encroachment or other permits are required. As the administering agency for funding through the Federal-aid Congestion Mitigation Air Quality (CMAQ) Program, the project requires the design and environmental certification of Caltrans to the satisfaction of the Caltrans Local Assistance process and Caltrans environmental procedure.
- **California State Water Resources Control Board (SWRCB):** Construction General Permit for a construction project on 1+ acre (requires the development of a SWPPP)
- **Regional Water Quality Control Board (RWQCB):** Since it is anticipated that the project would avoid Waters of the State, waste discharge requirements related to fill activities would

not be required. However, the project proponent is still responsible for complying with other applicable permits. This determination may be subject to change.

- **U.S. Army Corps of Engineers (USACE):** Since it is not anticipated that the project would result in discharge of fill below the plane of the Ordinary High Water Mark (OHWM) of the Atwood Channel, a Department of the Army Permit would not be required.
- **Utilities:** Review and approval of projects within utility corridor, under license agreement with Placentia (including clearance review for proposed grading activities)

**Additional Reviews/Approvals** that would be required for the “Optional To Be Determined” trail extension and bridge over the BNSF rail line:

- **Metrolink:** Review and approval of bridge structure and crossing alignment.
- **BNSF Rail:** cursory review and approval of bridge structure and crossing alignment.
- **Orange County Transportation Authority:** Review and approval of bridge structure and crossing alignment.
- **California Public Utilities Commission:** cursory review and approval of bridge structure and crossing alignment.

## **SECTION 2.0**

### **MITIGATION MONITORING AND REPORTING PROGRAM**

---

The mitigation monitoring and reporting program (MMRP) contained herein satisfies the requirements of the California Environmental Quality Act (CEQA) as they relate to the Mitigated Negative Declaration (MND) for the Atwood Multipurpose Trail Project (project).

The MND identifies mitigation measures that have been incorporated into the project to avoid, reduce, and mitigate significant impacts to biological resources, cultural resources, and hazards and hazardous materials. This MMRP has been designed to ensure compliance with mitigation measures defined in the MND during implementation of the project. This MMRP would be adopted by the City of Placentia. Table 2-1, *Mitigation Monitoring and Reporting Program*, lists those mitigation measures required by the City to mitigate or avoid significant impacts anticipated in association with the project.

Table 2-1 describes each required mitigation measure organized by impact area, with an accompanying delineation of the following:

- The period of the project during which implementation of the mitigation measure is to be monitored
- The responsible agency (the agency with the power to enforce the mitigation measure)
- The monitoring agency (the agency to whom the reports are made)

**TABLE 2-1  
MITIGATION MONITORING AND REPORTING PROGRAM**

Proposed Project Impacts	Mitigation Measures	When Monitoring Is to Occur	Responsible Agency	Monitoring Agency
<b>Hazards and Hazardous Materials</b>				
(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<b>MM-HAZ-1:</b> Construction activities and heavy equipment movement near the oil and gas facilities shall be done with extreme caution not to breach the fenced areas or damage the oil pumping infrastructure. If a spill, release, or threatened release occurs, emergency response actions shall be required in accordance with the California Office of Emergency Services State Warning Center (800.852.7550) and the Orange County Fire Department (911).	Construction	City of Placentia Public Works Department	City of Placentia Public Works Department
	<b>MM-HAZ-2:</b> During construction when subsurface digging is scheduled to occur, "DigAlert" (Underground Service Alert of Southern California) shall be notified 48 hours prior to breaking ground (Dial 811).	Construction	City of Placentia Public Works Department	City of Placentia Public Works Department
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<b>MM-HAZ-1</b>	Construction	City of Placentia Public Works Department	City of Placentia Public Works Department
	<b>MM-HAZ-2</b>	Construction	City of Placentia Public Works Department	City of Placentia Public Works Department
<b>Noise</b>				
(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<b>MM-NOISE-1:</b> Noise levels during construction shall be reduced to below 55 dBA at the nearest sensitive receptor, at approximately 40 feet from the northern edge of the project boundary, abutting the northern and western project boundaries, in compliance with the City of Placentia's conditionally acceptable sound level of 55 dBA for residential land uses. Public Works shall require the use of temporary sound barriers, equipment mufflers, noise baffles, and blankets during construction activities. To reduce noise levels at sensitive receptors during construction activities associated with jack and bore, Public Works shall require the installation of temporary noise walls at the northern boundary of the project site prior to construction activities. Temporary sound barriers would reduce sound levels by up to an additional 10 dBA. Sound walls would be installed along the northern project boundary, which would additionally reduce noise levels by approximately 15 dBA based on placement and structure. The amount of incident sound that a barrier transmits can be described by its sound Transmission Loss (TL) and measurements to determine a barrier's TL shall be made in accordance with American Society for Testing and Materials (ASTM) Recommended Practice E413-87. Public Works and/or Contractor shall perform noise monitoring during construction to verify compliance with the City's noise limits in the event of public complaints, if any, or anticipated noise threshold exceedances.	Construction	City of Placentia Public Works Department	City of Placentia Public Works Department

**TABLE 2-1  
MITIGATION MONITORING AND REPORTING PROGRAM**

Proposed Project Impacts	Mitigation Measures	When Monitoring Is to Occur	Responsible Agency	Monitoring Agency
<p><b>Tribal Cultural Resources</b></p> <p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?</p>	<p><b>MM-TRIBAL-1: Tribal Resources – Avoidance.</b> In the event that previously unknown tribal cultural resources are encountered during construction, the resources shall either be left <i>in situ</i> and avoided through redesign, or the resources shall be salvaged, recorded, and repositied at a repository consistent with the provisions of a Phase III data recovery program and the provisions of a Cultural Resource Management Plan. The Cultural Resource Management Plan shall include further consultation with Native American Tribes. Data recovery is not required by law or regulation. It is, though, the most commonly agreed-upon measure to mitigate adverse effects to tribal cultural resources eligible or listed under Section 106 Criterion D/CRHR Criterion 4, as it preserves important information that would otherwise be lost.</p>	<p>Construction</p>	<p>City of Placentia Public Works Department</p>	<p>City of Placentia Public Works Department</p>
<p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: (b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<p><b>MM-TRIBAL-1</b></p>	<p>Construction</p>	<p>City of Placentia Public Works Department</p>	<p>City of Placentia Public Works Department</p>