

**ADDENDUM TO THE
YORBA LINDA BOULEVARD WIDENING IMPROVEMENTS PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
(STATE CLEARINGHOUSE NO. 2020100085)**

Savi Ranch Parkway Widening/Connect Savi Ranch Project



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H	Noise Memorandum

1.0 INTRODUCTION

1.1 PROJECT SUMMARY

In January 2021, the City of Yorba Linda (City) adopted the *Yorba Linda Boulevard Widening Improvements Project Initial Study/Mitigated Negative Declaration* (2021 IS/MND). The Yorba Linda Boulevard Widening Improvements Project (herein referenced as the “Approved Project”) includes roadway improvements along Yorba Linda Boulevard between La Palma Avenue and the State Route 91 (SR-91) westbound off-ramp – including the widening of bridge over the Santa Ana River, along South Weir Canyon Road between the SR-91 eastbound off-ramp and Santa Ana Canyon Road, eastward along La Palma Avenue from the Yorba Linda Boulevard intersection, and westward along Savi Ranch Parkway from the Yorba Linda Boulevard intersection; refer to Exhibit 1, *Regional Vicinity* and Exhibit 2, *Site Vicinity*. The Approved Project proposes to improve corridor operations by increasing vehicle storage for turning movements at intersections within the Approved Project limits. The Approved Project also proposes to enhance multimodal transportation with the inclusion of a Class I Bike Path on-site, providing connectivity between existing bicycle and pedestrian facilities along La Palma Avenue, the Santa Ana River Trail, Yorba Linda Boulevard and access to the Savi Ranch development.

Since the adoption of the 2021 IS/MND, minor design modifications to the Approved Project have been proposed, including roadway improvements along Savi Ranch Parkway, Yorba Linda Boulevard, and Mirage Street, and a multi-use pedestrian and bicycle trail along Savi Ranch Parkway, Mirage Street, and Old Canal Road (herein referenced as the “Proposed Modified Project”); refer to Exhibit 2. As the region continues to grow in population and development, the proposed circulation enhancements would improve mobility and provide additional opportunities for active transportation within the Proposed Modified Project area.

1.2 PREVIOUS ENVIRONMENTAL DOCUMENT

The 2021 IS/MND prepared for the Approved Project established that, with mitigation, the Approved Project would result in less than significant impacts under the California Environmental Quality Act (CEQA) with mitigation measures related to biological resources, geology and soils, hazards and hazardous materials, and transportation. For all other environmental issue areas, implementation of the Approved Project was determined to have no impacts or less than significant impacts.

1.3 ADDENDUM’S PURPOSE AND NEED

When an Environmental Document has been certified for a project, CEQA Guidelines Section 15162 mandates that no subsequent or supplemental environmental review documentation shall be required unless one or more of the following events occurs:

- 1) Substantial changes are proposed in the project, which will require major revisions of the previous Environmental Document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous Environmental Document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Environmental Document was certified as complete, shows any of the following:
- A. The project will have one or more significant effects not discussed in the previous Environmental Document;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous Environmental Document;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous Environmental Document would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

When none of the above events have occurred, yet minor technical changes or additions to the previously adopted negative declaration are necessary, an Addendum may be prepared (CEQA Guidelines Section 15164[b]).

As discussed below, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of subsequent environmental review have occurred. This Addendum supports the conclusion that the Proposed Modified Project would result in minor technical changes that do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, as discussed below, the Proposed Modified Project would not result in new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous Environmental Document was adopted.



SAVI RANCH PARKWAY WIDENING/CONNECT SAVI RANCH PROJECT
ADDENDUM TO THE 2021 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION





Source: Google Earth Pro, November 2025

SAVI RANCH PARKWAY WIDENING/CONNECT SAVI RANCH PROJECT
ADDENDUM TO THE 2021 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION



2.0 DESCRIPTION OF PROPOSED MODIFIED PROJECT

2.1 PROPOSED MODIFIED PROJECT SITE

The Proposed Modified Project Site is situated in the southeastern portion of the City, along the border between the cities of Yorba Linda and Anaheim, in the County of Orange; refer to Exhibit 1 and Exhibit 2. Savi Ranch occurs in a predominantly urbanized and developed area, with the Santa Ana River located north and west of the Proposed Modified Project Site with an east to west orientation. The proposed roadway improvements would be located on Savi Ranch Parkway between Yorba Linda Boulevard and Mirage Street, on Mirage Street between Crystal Drive and Old Canal Road, and on Yorba Linda Boulevard from Savi Ranch Parkway to approximately 480 feet south of Savi Ranch Parkway; refer to Exhibit 3, Conceptual Site Plan – Savi Ranch Parkway Widening. The proposed multi-use trail would extend along Savi Ranch Parkway to Mirage Street, to Old Canal Road, and terminate at the intersection of Old Canal Road and Eastpark Drive; refer to Exhibit 4, Conceptual Site Plan – Multi-Use Trail Improvements. Land uses adjacent to the Proposed Modified Project Site primarily include retail, commercial, industrial, and office uses.

2.1.1 Surrounding General Plan Land Use Designation and Zoning

Based on the City's 2016 *General Plan Land Use Map*, surrounding land uses are designated for Manufacturing (I). According to the City's *Zoning Map*, surrounding uses are zoned for Planned Development 17 (PD-17).

2.1.2 On-Site Roadway Designations

The Proposed Modified Project includes roadway improvements along Yorba Linda Boulevard, Savi Ranch Parkway, and Mirage Street, and multi-use trail improvements along Savi Ranch Parkway, Mirage Street, and Old Canal Road. A description of each of these existing roadways is provided below.

Savi Ranch Parkway

The *City of Yorba Linda General Plan* (General Plan) Circulation Element designates Savi Ranch Parkway as a "Primary arterial" from Yorba Linda Boulevard to Old Canal Road. Primary arterials are designated with emphasis for automobile, goods movement, transit and bicycle, and may function similarly to major arterials, with the primary difference being vehicle capacity. Typically, major arterials are expected to carry more vehicles than primary arterials. Savi Ranch Parkway between Yorba Linda Boulevard and Mirage Street consists of two westbound lanes and two eastbound lanes divided by a raised median. The eastbound Savi Ranch Parkway at the Mirage Street intersection is signalized and includes two left-turn lanes, one through lane, and one free-right turn lane. The westbound Savi Ranch Parkway intersection with Yorba Linda Boulevard is signalized and consists of two right turn lanes and two left turn lanes.

Yorba Linda Boulevard

The General Plan Circulation Element designates Yorba Linda Boulevard as a "Major arterial" from State Route 91 (SR-91) to the City's northern boundary. Major arterials are designated with emphasis for automobile, goods movement, and/or transit, and may carry a component of regional through traffic not handled by the freeway system. Yorba Linda Boulevard includes three through lanes in each direction within the project area. The intersection of Yorba Linda Boulevard and Savi Ranch Parkway is signalized; northbound Yorba Linda Boulevard at Savi Ranch Parkway currently consists of one left-turn lane, three through lanes, and a free-right turn lane. Southbound

Yorba Linda Boulevard at the Savi Ranch Parkway intersection currently consists of one left turn lane, three through lanes, and one right turn lane.

Mirage Street

Mirage Street is designated as a “Collector” street by the General Plan Circulation Element. Collector streets are intended to carry traffic from neighborhoods to the higher classification street system. An “Enhanced Collector” would serve the same function as a Collector but would also have a center median. The intersection of Mirage Street and Savi Ranch Parkway is signalized. Northbound Mirage Street at Savi Ranch Parkway currently consists of one left-turn lane and two through lanes. Southbound Mirage Street at the Savi Ranch Parkway intersection currently consists of one left turn lane, one through lane, and a free-right turn lane. The intersection of Mirage Street and Old Canal Street is four-way stop controlled. Southbound Mirage Street at the Old Canal Road consists of one right-turn lane and one shared lane for through traffic or left turns. Northbound Mirage Street at Old Canal Road consists of one through lane.

Old Canal Road

Old Canal Road is designated as a “Collector” street by the General Plan Circulation Element. Old Canal Road within the project area has one through lane in each direction separated by a shared center turn lane. The intersection of Old Canal Street and Mirage Street is four-way stop controlled. Westbound Old Canal Road consists of one left turn, one through lane, and one right turn lane, and eastbound Old Canal Road consists of one left turn and one through lane.

2.2 PROPOSED MODIFICATIONS

2.2.1 Approved Project Overlap

As depicted in Exhibit 2, portions of the Proposed Modified Project Site overlap the Approved Project Site within the Savi Ranch area. Below is a description of the proposed modifications that would occur within these areas of overlap.

- Roadway Improvements
 - **Yorba Linda Boulevard:** The Approved Project proposes to widen northbound Yorba Linda Boulevard and remove the existing free right-turn lane at Savi Ranch Parkway to provide a combined through/right-turn lane and a standard right-turn lane.

Similar to the Approved Project, the Proposed Modified Project would widen northbound Yorba Linda Boulevard on the easterly side, but would eliminate the free right-turn at Savi Ranch Parkway to instead provide two right-turn lanes while maintaining the existing through lanes. This modification would also eliminate the adjacent raised median at Savi Ranch Parkway and provide a length of 450 feet for right-turn storage; refer to Exhibit 3. These improvements are intended to address pedestrian safety and increase vehicular mobility.

- Multi-Use Trail: The Approved Project proposes to construct an 18-foot Class I bike path from Yorba Linda Boulevard to Old Canal Road. The proposed bike path would follow the existing slope leading down to Old Canal Road from Yorba Linda Boulevard and connect to a proposed 12-foot Class I Bike Path along the south side of eastbound Old Canal Road, ending at Mirage Street.

Instead of the Yorba Linda Boulevard bike path connection at Old Canal Road, the Proposed Modified Project would construct a Class IV separated bikeway along Old Canal Road within the overlapping area depicted in [Exhibit 2](#); this bikeway would connect to additional bicycle modifications described below in [Section 2.1.2.2, *Expanded Project Limits*](#). All proposed modified bikeways would be 12 feet wide with an asphalt concrete surface.

- **Retaining Walls**: The Approved Project proposes the installation of a continuous retaining wall along the easterly side of northbound Yorba Linda Boulevard, which would begin along the existing free right turn at Savi Ranch Parkway and follow the existing slope leading down to Old Canal Road. A second, shorter retaining wall would run parallel to it, for approximately the length of the Yorba Linda Boulevard overpass above Old Canal Road. However, the Proposed Modified Project would shorten the approved elongated retaining wall to an approximately 92-foot long design, and eliminate the second parallel retaining wall along the overpass. The modified retaining wall would have a maximum height of approximately nine feet and would require drilled footings reaching a maximum of 40 feet below existing ground surface; refer to [Exhibit 3](#). Additional retaining wall features under the Proposed Modified Project are described below in [Section 2.2.2, *Expanded Project Limits*](#).
- **Signage**: The existing Yorba Linda monument sign along the easterly side of northbound Yorba Linda Boulevard, north of the Old Canal Road overcrossing, would be relocated in a new landscaped right-of-way just south of the bridge. The sign would be approximately 13 feet, nine inches long, six feet tall, and three feet, three inches wide, similar to the existing sign.

2.2.2 Expanded Project Limits

As part of the Proposed Modified Project, various minor design modifications are proposed that would occur outside of the limits of the Approved Project. The following describes minor or technical changes that would occur within the expanded limits of the Proposed Modified Project Site (refer to [Exhibit 3](#)):

- **Roadway Improvements**
 - **Savi Ranch Parkway**: The Proposed Modified Project would widen Savi Ranch Parkway to provide a third westbound left-turn lane at the Yorba Linda Boulevard intersection. The westbound free right-turn lane from Mirage Street would be reconfigured into a signalized right-turn lane, and the existing median at this location would be removed. The eastbound free right-turn lane at Mirage Street would be eliminated for pedestrian safety and increase vehicular mobility, and the existing eastbound left-turn lane would be lengthened from 300 feet to 430 feet in order to allow additional storage. Other roadway improvements would include median layout modifications and traffic signal modifications at the Yorba Linda Boulevard and Mirage Street intersections.
 - **Mirage Street**: The Proposed Modified Project would eliminate the existing southbound yield right-turn at Savi Ranch Parkway; this improvement is intended to address pedestrian safety and improve vehicular mobility.

- **Multi-Use Trail Improvements:** The Proposed Modified Project would construct a Class I bike path connection at Savi Ranch Parkway, which would continue east along Savi Ranch Parkway and south along Mirage Street. Additional modifications would include a proposed Class IV separated bikeway along Old Canal Road, which would provide a bikeway connection with the proposed Class I bike path along Mirage Street and extend east to Eastpark Drive (refer to Exhibit 4). All proposed modified bikeways would be 12 feet wide with an asphalt concrete surface.
- **Pedestrian Improvements:**
 - The Proposed Modified Project would include a sidewalk on the westerly side of southbound Mirage Street from Savi Ranch Parkway to the existing driveway for the PetSmart and Staples parking lot, and Americans with Disabilities Act (ADA) access ramps and paths of travel.
 - The Proposed Modified Project proposes improvements to the existing sidewalk connection at Yorba Linda Boulevard to the adjacent restaurant use (Taco Bell).
- **Retaining Walls:** The Proposed Modified Project would install retaining walls, as described below, that would each require drilled footings reaching a maximum of 40 feet below existing ground surface.
 - A new retaining wall along the west side of Mirage Street that would have a length of approximately 79 feet and a maximum height of approximately eight feet;
 - An existing retaining wall along the north side of Savi Ranch Parkway would be replaced by a new retaining wall with a length of approximately 472 feet and a maximum height of approximately 12 feet; and
 - A new retaining wall along the south side of Savi Ranch Parkway would have a length of approximately 300 feet and a maximum height of approximately 10 feet.
- **Right-of-Way:** In order to implement the proposed modifications, additional temporary and permanent right-of-way acquisitions would be required as depicted in Exhibit 5, Existing and Proposed Right-of-Way – Savi Ranch Parkway Widening. Roadway improvements associated with the Proposed Modified Project would require permanent public utility and roadway easements as well as temporary construction easements (TCEs). Specifically, Assessor's Parcel Numbers (APNs) 352-112-03 (Staples), 352-112-04 (PetSmart), 352-113-01, 352-113-02 (Sprouts), and 352-117-01, -02, -03 (Taco Bell) would be affected. In total, the roadway improvements would require approximately 16,725 square feet in permanent right-of-way acquisition, and require approximately 31,916 square feet for TCEs.
- **Landscaping and Irrigation:** The Proposed Modified Project would include new landscaping consisting of Natchez Crape Myrtle tree, a variety of shrubs including Little John dwarf, flower carpet white rose, Cleveland sage, and pine muhly, and Pacific mist manzanita groundcover. Irrigation would be provided by lateral sprinklers, tree drip water bubblers, a root water system for shrubs, and subsurface inline drip, all connected to existing water lines.

- **Site Drainage:** The Proposed Modified Project proposes to remove two existing catch basins, and install two new catch basins; one catch basin would be located at the corner of Mirage Street and Crystal Drive and would incorporate biofiltration, and the other catch basin would be located at the southwest corner of Savi Ranch Parkway and Mirage Street.

Similar to the Approved Project, ancillary improvements associated with the Proposed Modified Project would include curb and gutter, curb ramps, utility relocations, signing and striping, street lighting, and traffic signal modifications. All street lighting removals, relocations, and/or installation would be conducted by Southern California Edison per plans approved by the City. For utility removal, relocation, or adjustment, coordination with all utility providers would be required in order to prevent disruption of services and to protect-in-place existing lines to the extent feasible. Additionally, connections to existing water lines would be required for landscape irrigation.

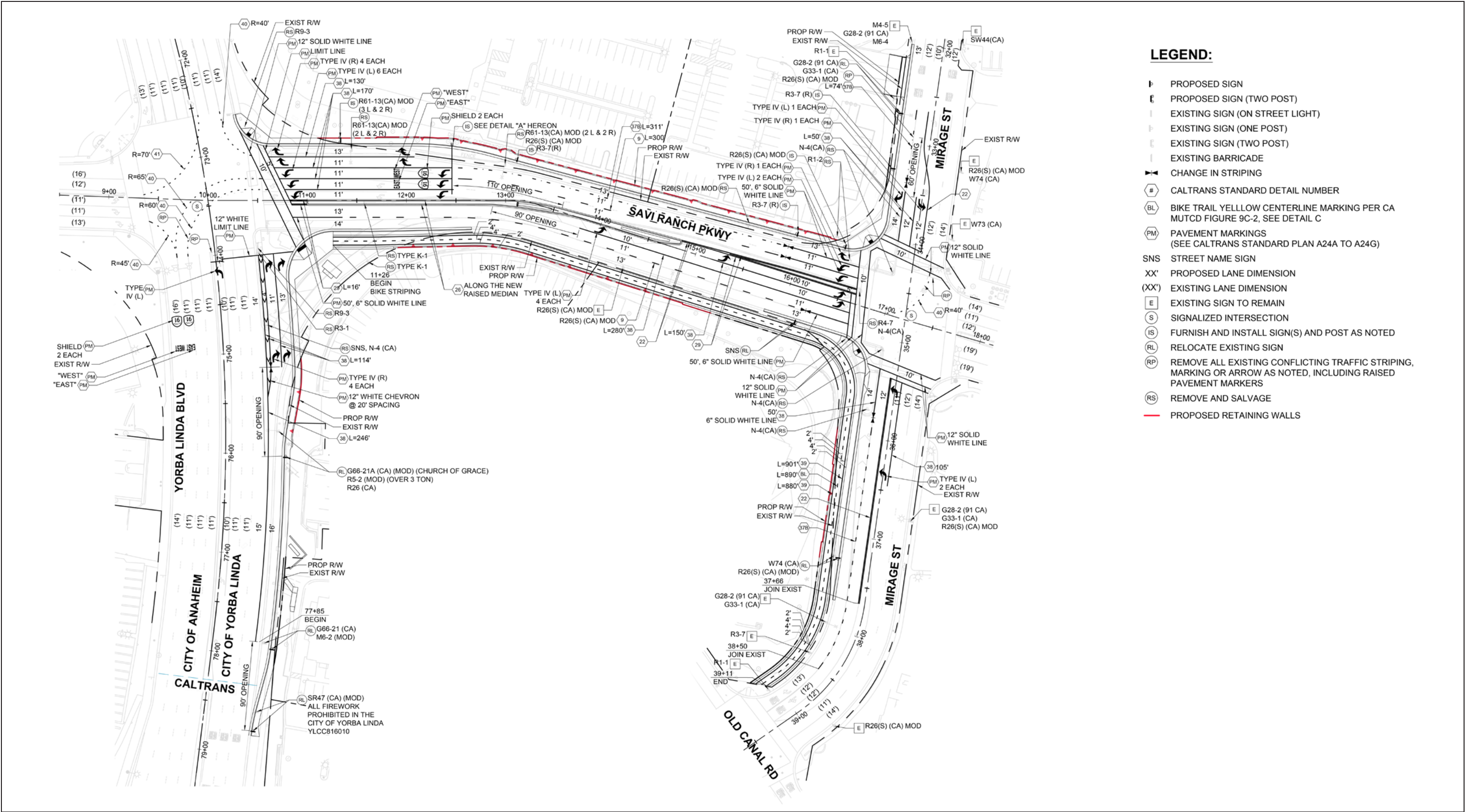
2.3 PROJECT APPROVALS

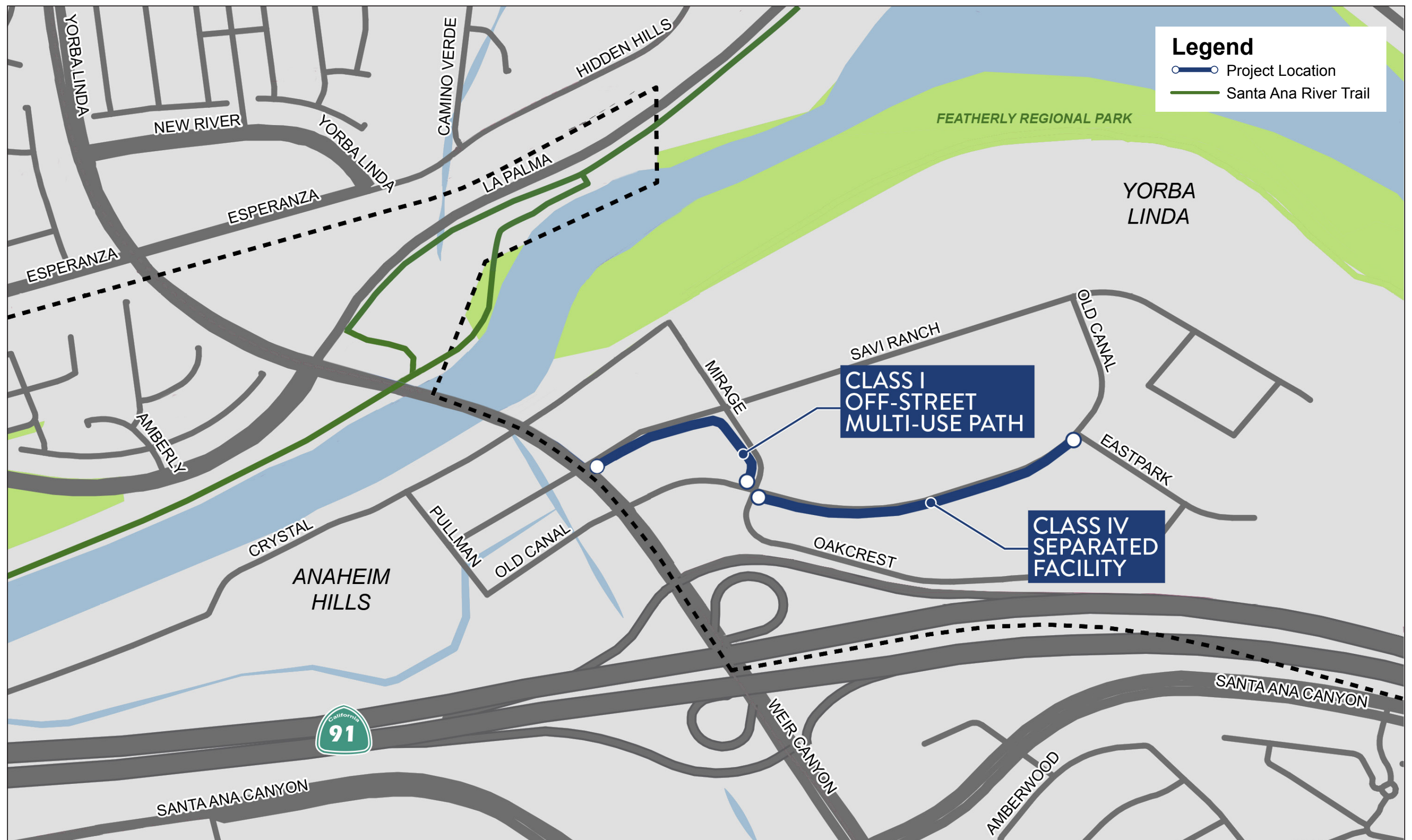
This Addendum, in combination with the adopted 2021 IS/MND, serve as the CEQA documentation for all actions associated with the Proposed Modified Project, including all discretionary approvals requested or required to implement the Proposed Modified Project. The actions and/or approvals by the City of Yorba Linda to implement the Proposed Modified Project include, but are not limited to, the following:

- Approval of the CEQA Addendum to the adopted 2021 IS/MND

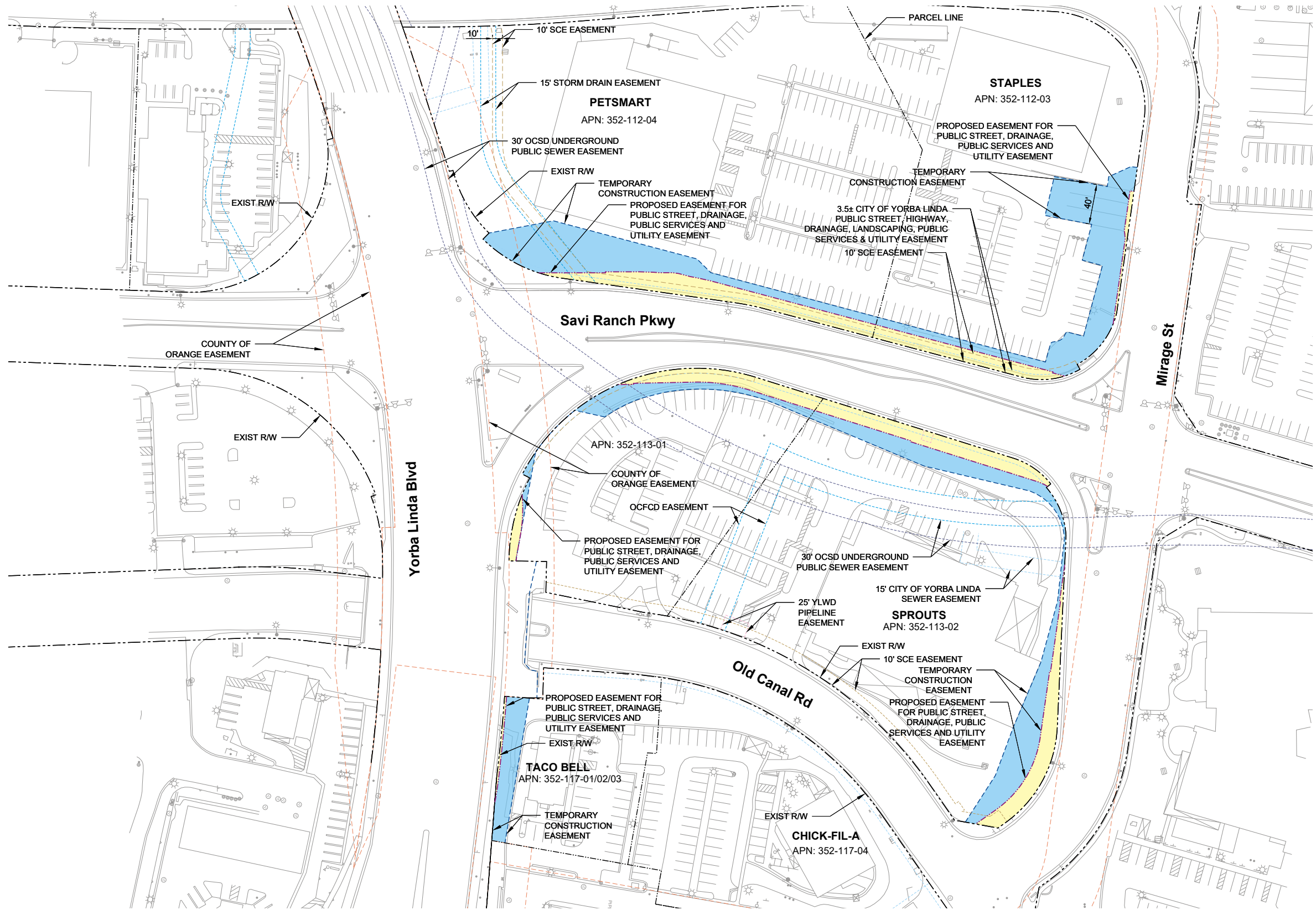
Permits and approvals by other agencies may include, but are not limited to, the following:

- County of Orange
 - Permanent Public Utility and Roadway Easements
 - Temporary Construction Easements
- California Department of Transportation, District 12
 - National Environmental Policy Act (NEPA) approval
- Santa Ana Regional Water Quality Control Board
 - NPDES Construction General Permit
 - Dewatering Permit





Source: Mark Thomas, March 2025



LEGEND:

ROADWAY AND UTILITY PUBLIC EASEMENT

TEMPORARY CONSTRUCTION EASEMENT

3.0 INITIAL STUDY CHECKLIST

The environmental factors checked below would be potentially affected by this Proposed Modified Project, involving at least one impact that is a "New Potentially Significant Impact" prior to the implementation of the mitigation measures included in the 2021 IS/MND.

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

DETERMINATION (To be completed by the Lead Agency): On the basis of this initial evaluation:

- ☐ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or 2021 IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously 2021 IS/MND adequately discusses the potential impacts of the project without modification.
- ☒ No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or 2021 IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND, MND or previously 2021 IS/MND adequately discusses the potential impacts of the project; however, minor changes require the preparation of an ADDENDUM.
- ☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT MND is required.
- ☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required.
- ☐ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT EIR is required.


Signature

1/6/2026
Date

Rick Yee, PE
Printed Name

City of Yorba Linda
For

4.0 ENVIRONMENTAL ASSESSMENT

This comparative analysis has been undertaken to analyze whether the Proposed Modified Project would result in any new or substantially more severe significant environmental impacts as compared with the impacts disclosed in the 2021 IS/MND. The comparative analysis discusses whether impacts are greater than, less than, or similar to the conclusions discussed in the 2021 IS/MND.

4.1 AESTHETICS

<i>Except as provided in Public Resources Code Section 21099, would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Have a substantial adverse effect on a scenic vista?			✓	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓	

Approved Project Findings: According to the 2021 IS/MND, Telegraph Canyon, Brush Canyon, and San Juan Hills are designated scenic vistas, and Chino Hills State Park, the Santa Ana River, Featherly Park, and Yorba Regional Park are designated scenic resources within the City. The 2021 IS/MND determined that implementation of the Approved Project would not have a substantial adverse effect on a scenic vista given that construction activities would be temporary, and proposed roadway improvements would not involve construction of new structures or features that would impair views of scenic resources. Additionally, proposed improvements would be consistent with and tie into the existing visual setting, which consists of the existing roadway, development, and pedestrian and bicycle facilities. Within the Project vicinity, SR-91, from SR-55 near Santa Ana Canyon to east of the City of Anaheim, is an officially designated State Scenic Highway, as well as a County of Orange designated Viewscape Corridor. However, the Approved Project would not damage scenic resources within a State Scenic Highway given that the planned improvements would be limited to the existing roadway and adjacent right-of-way. Additionally, due to the intervening structures and mature landscaping associated with the Savi Ranch commercial development and topography, views of the Project site are not visible from SR-91. The 2021 IS/MND states that all tree removal along the existing right-of-way would be subject to the City of Yorba Linda Municipal Code Chapter 16.08, *Tree Preservation*, which would require a tree removal permit issued by the Community Development Director. In addition, if tree removal is required within the City of Anaheim's right-of-way, the City of Yorba Linda will obtain a tree removal permit and would adhere to the City of Anaheim's tree replacement requirements. It was concluded that with adherence to the tree removal permit and ordinance requirements, the Approved Project would result in less than significant impacts to scenic resources.

The Approved Project is located within an urbanized area and is surrounded primarily by commercial and retail land uses. The proposed roadway, pedestrian, and bicycle improvements

would be consistent with the City's General Plan Circulation Element, and the Approved Project would comply with City design standards. As such, the 2021 IS/MND found that the Approved Project would not conflict with existing regulations governing scenic quality. It was concluded that neither short-term construction nor long-term operation of the Project would produce new sources of light or glare given that existing sources of light and glare occur within the Project limits including vehicle headlights, street lighting, and lighting from the adjacent commercial and retail land uses. Although the Project proposes to replace various traffic signals, new traffic signals are not proposed; thus, lighting associated with the proposed traffic signals would be similar to existing conditions. Additionally, vehicle headlights during Project operations would be similar to existing conditions as the Approved Project would not generate additional traffic. Nighttime construction is not anticipated. Therefore, the Approved Project would result in less than significant impacts related to light and glare.

Proposed Modified Project: The following analysis is based on the *Visual Impact Assessment Memorandum Scenic Resource Evaluation, Savi Ranch Parkway Widening/Connect Savi Ranch Project City of Yorba Linda Project Number STPCML-5402(034)* (VIA), prepared by Michael Baker International and dated July 2025, that was prepared for the Proposed Modified Project; refer to Attachment A, Visual Impact Assessment.

(a) The Proposed Modified Project site provides distant views of rolling hills associated with Chino Hills State Park to the north, northeast, and east, limited views of Deer Canyon Park to the west, and more remote, obstructed views of the Santa Ana Mountains to the southeast. Of these natural landscapes, only Chino Hills State Park is a City-designated scenic resource, and, according to the VIA, views from the Proposed Modified Project site are neither designated scenic views or vistas, nor situated in a scenic view corridor or stationary public view that affords expansive views to this feature. While the Santa Ana River is located just north of the Proposed Modified Project site, according to the VIA, the river is not readily visible from the site; as such, no impact would occur to this scenic resource. Additionally, there are no vistas, open landscape views, ocean views, views of important mountains, views of historic or attractive buildings, rock outcrops, heritage trees, or tree groves within the Proposed Modified Project site. Similar to the Approved Project, characteristics of the Proposed Modified Project would be consistent with and tie into the existing visual setting, which consists of the existing roadway, development, and pedestrian and bicycle facilities. As such, impacts to scenic vistas would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(b) The Proposed Modified Project site is not located within an official, or eligible, State Scenic Highway. The nearest eligible State Scenic Highway to the proposed improvements is SR-91, located 0.10-mile to the south. Similar to the 2021 IS/MND findings, SR-91 has an elevation of approximately 30 to 40 feet higher than the Proposed Modified Project site, and no Project features would be visible from these segments of SR-91. As such, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(c) As the Proposed Modified Project is located in an urbanized area, proposed modifications would be designed in conformance with local and regional objectives and policies intended to maintain visual character/quality during operation. Specifically, the proposed roadway improvements would be consistent with the Orange County Transit Association's (OCTA) *Master Plan of Arterial Highways* and the General Plan Circulation Element. Further, the proposed multi-use trail improvements would align with the preferred land use plan outlined in the *Vision for Savi*

Ranch Land Use and Mobility Plan (Vision Plan) by providing Class I and Class IV facilities to enhance mobility within and surrounding Savi Ranch.

As detailed above, the Proposed Modified Project would not have an adverse impact on a scenic vista or scenic resource designated by the General Plan. Similar to the Approved Project, by providing roadway improvements, the Proposed Modified Project would not result in any land use changes. Any tree or vegetation removal would adhere to the City of Yorba Linda Municipal Code Section 16.08.030 and City Council Policy E-3, which permits the City to require a one-to-one replacement ratio for street trees removed due to risk management. For trees removed along Savi Ranch Parkway, the City Council policy further permits the City to require replacement of up to three trees for every large tree removed, up to two trees for every medium tree removed, and up to one tree for every small tree removed. All landscaping improvements would be approved by the City of Yorba Linda Department of Public Works. By providing landscaped pedestrian and multi-use trail improvements, the Project would improve connectivity between uses within Savi Ranch and enhance linkages and mobility, as envisioned for the area in the Vision Plan. As such, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(d) Similar to the Approved Project, the Proposed Modified Project would occur in a setting where existing light and glare is produced by traffic lights, street lighting, and vehicle lighting along Project roadways and intersections, as well as interior lighting and exterior security lighting associated with nearby Savi Ranch urban development. The Project would involve the installation of new and modification of existing illuminated traffic signals and street lights, as well as the relocation of an existing monument sign. These actions would be conducted in coordination with the City Traffic Engineer and in accordance with Chapter 10.12, *Traffic Control Devices*, of the City of Yorba Linda Municipal Code. Overall, the proposed lighting modifications would be similar to existing conditions as concluded in the 2021 IS/MND. Furthermore, nighttime construction activities are not anticipated. As such, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

None.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

None.

1/6/2026

New Mitigation Measures

No new mitigation measures are required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			✓	
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓	
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			✓	
d. Result in the loss of forest land or conversion of forest land to non-forest use?			✓	
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			✓	

Approved Project Findings: The 2021 IS/MND determined that there are no designated Prime Farmlands, Unique Farmlands, or Farmlands of Statewide Importance within the limits of the Approved Project. Additionally, there are no existing Williamson Act contracts within or adjacent to the limits of the Approved Project. Further, no portion of the Approved Project site is zoned for forest land or timber land uses. As such, the 2021 IS/MND concluded that no impacts would occur.

Proposed Modified Project:

(a)-(e) The Proposed Modified Project does not involve any land use changes related to agriculture, forest land, or timberland production. There is no existing farmland or forest land that would be affected by proposed improvements. No impacts would occur, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new mitigation measures are required.

2021 IS/MND Standard Conditions

None.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

None.

New Mitigation Measures

No new mitigation measures are required.

4.3 AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			✓	
c. Expose sensitive receptors to substantial pollutant concentrations?			✓	
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

Approved Project Findings: The City is part of the South Coast Air Basin (Basin). The Basin includes all of Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). At the time of preparation of the 2021 IS/MND, the SCAQMD had adopted the *2016 Air Quality Management Plan* (2016 AQMP) as its applicable air quality plan.

During construction, the Approved Project would implement all required SCAQMD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce particulate matter less than 2.5 microns in diameter (PM₁₀) and PM_{2.5} concentrations. As proposed roadway improvements would reduce average vehicle delay times and associated idling emissions, the 2021 IS/MND found that long-term air quality impacts would be reduced from existing baseline conditions. Overall, it was determined that neither construction nor operation of the Approved Project would generate emissions that would exceed SCAQMD significance thresholds, and the Approved Project would not result in a long-term impact on the region's ability to meet State and federal air quality standards.

The Approved Project would improve traffic operations along a segment of Yorba Linda Boulevard to enhance the mobility and safety for drivers, bicyclists, and pedestrians within the Project limits. The roadway improvements would occur within or directly adjacent to the existing roadway and would not result in changes to existing land uses within the Project limits. In addition, the Approved Project would increase multimodal transportation opportunities by providing connectivity to existing bicycle and pedestrian facilities with the proposed bicycle and pedestrian improvements. As such, the Approved Project would be consistent with the goals and policies of the General Plan as well as the Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Therefore, the Approved Project was found to be consistent with the criteria of the 2016 AQMP and it could be reasonably inferred that the Approved Project's construction and operational emissions would not contribute to a cumulatively considerable air quality impact for nonattainment criteria pollutants in the Basin.

The 2021 IS/MND found that, given the Approved Project would not exceed SCAQMD thresholds for construction and would reduce operational air emissions, the Approved Project would not result in potentially significant health impacts related to air quality, and therefore would not expose

sensitive receptors to substantial pollutant concentrations during construction or operation. Further, the Approved Project consists of roadway widening, intersection improvements, and pedestrian and bicycle facility improvements, the operation of which would not produce objectionable odors once constructed. Therefore, impacts related to objectionable odors from operation of the Approved Project were determined to be less than significant.

Proposed Modified Project: The following analysis is based on the *Air Quality Technical Memorandum, Savi Ranch Parkway Widening/Connect Savi Ranch Project* (Air Quality Memo), prepared by Terry A. Hayes Associates Inc. and dated May 20, 2025, that was prepared for the Proposed Modified Project; refer to Attachment B, Air Quality Memorandum.

(a)-(b) The Proposed Modified Project would result in a minor expansion of the footprint of the Approved Project by incorporating additional roadway improvements, including intersection modifications, roadway widening, and pedestrian and bicycle facility enhancements. According to the Air Quality Memo, peak daily emissions during construction of the Proposed Modified Project would not exceed the applicable SCAQMD air quality significance threshold screening values. Similar to the Approved Project, the Proposed Modified Project would install roadway features to provide enhanced pedestrian and bicycle connectivity and would not alter roadway capacity relative to existing conditions. Future long-term operation of the Proposed Modified Project would not introduce a new source of air pollutant emissions to the Project area and would not generate new vehicle trips. Additionally, the Proposed Modified Project would encourage active transportation by providing a new off-street multi-use trail along Savi Ranch Parkway and Mirage Street, and a new Class IV separated bikeway along Old Canal Road. Accordingly, and similar to the Approved Project, the Proposed Modified Project would be consistent with the SCAQMD's 2022 AQMP and would not result in a cumulatively considerable net increase of any criteria pollutant. As such, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(c)-(d) Similar to the 2021 IS/MND findings, given that the Proposed Modified Project would not exceed SCAQMD thresholds for construction and would not increase operational air emissions compared to existing conditions, the Proposed Modified Project would not result in potentially significant health impacts related to air quality, and therefore would not expose sensitive receptors to substantial pollutant concentrations during construction or operation. Further, the Proposed Modified Project consists of roadway widening, intersection improvements, and pedestrian and bicycle facility improvements, the operation of which would not produce objectionable odors once constructed. As such, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

None.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

None.

New Mitigation Measures

No new mitigation measures are required.

4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓	
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			✓	
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓	
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓	
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓	

Approved Project Findings: The 2021 IS/MND determined that no special-status plant species are likely to occur within the Approved Project biological study area (BSA); however, there is marginally suitable habitat for special-status plant species near the Santa Ana River channel within the BSA. As such, and in accordance with 2021 IS/MND Mitigation Measure BIO-1, springtime botanical surveys would be required to confirm the absence of annual special-status species. If special-status plant species are found to be present within the disturbance limits of the Approved Project, a compensatory mitigation plan shall be developed and approved in consultation with U.S. Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW), as applicable during implementation of the Approved Project. Additionally, it was found that potential indirect impacts to special-status plant species may also occur as a result of the introduction of invasive plant material during construction. Accordingly, 2021 IS/MND Mitigation Measure BIO-2 would require invasive species control measures during construction (i.e., equipment cleaning and the use of certified weed-free erosion control material). The 2021 IS/MND concluded that, with implementation of 2021 IS/MND Mitigation Measures BIO-1 and BIO-2, impacts to special-status plant species would be less than significant.

Based on the 2021 IS/MND, several special-status animal species, including red-diamond rattlesnake, coast horned lizard, western yellow-billed cuckoo, white-tailed kite, southwestern willow flycatcher, yellow-breasted chat, coastal California gnatcatcher, yellow warbler, least Bell's vireo, and Crotch bumble bee, have potential to be temporarily, directly and indirectly affected during construction activities associated the Approved Project. However, prior to the start of construction activities associated with the Approved Project, worker environmental awareness training for construction personnel would be required (2021 IS/MND Mitigation Measure BIO-3).

In addition, pre-construction surveys would be required in accordance with 2021 IS/MND Mitigation Measure BIO-4 to confirm the absence or presence of special-status animal species with moderate to high potential to occur within the maximum disturbance limits of the Approved Project, including Crotch's bumble bee, red-diamond rattlesnake, coast horned lizard, western yellow-billed cuckoo, white-tailed kite, southwestern willow flycatcher, yellow-breasted chat, coastal California gnatcatcher, yellow warbler, and least Bell's vireo. During construction, biological monitoring in accordance with 2021 IS/MND Mitigation Measure BIO-5 would ensure that construction activities remain within the Project footprint and that any potential special-status animal species are not present or adversely affected by the Project. Indirect impacts to species as a result of habitat disturbance may occur from construction access, grading, and other construction activities. However, 2021 IS/MND Standard Condition SC-BIO-1 would require all areas temporarily impacted by construction activities to be restored to pre-construction conditions. 2021 IS/MND Standard Condition SC-BIO-2 includes a list of best management practices (BMPs) for the Approved Project construction contractor to implement that would minimize temporary construction disturbances. 2021 IS/MND Mitigation Measure BIO-6 would require restoration or compensatory replacement for habitat that may support special-status animal species to any federally-listed species, including western yellow-billed cuckoo, southwestern willow flycatcher, coastal California gnatcatcher, and least Bell's vireo. An assessment of these impacts would be included in a Biological Assessment for the Approved Project as a part of Section 7 Consultation with USFWS. The effects determination for these species would be finalized with USFWS in a Biological Opinion, as described in 2021 IS/MND Regulatory Compliance Measure RC-BIO-1. In addition, consultation with CDFW for potential impacts to State-listed species, including western yellow-billed cuckoo, southwestern willow flycatcher, and least Bell's vireo is required per 2021 IS/MND Regulatory Compliance Measure RC-BIO-2. Consultation with USFWS and CDFW would provide mitigation ratios for occupied and/or critical habitat and would provide avoidance and minimization measures for special-status species. As all bat species are protected from potential impacts to roosting, including maternity colonies, 2021 IS/MND Mitigation Measures BIO-5, and BIO-8 through BIO-11 and Regulatory Compliance Measure RC-BIO-3 would specifically reduce impacts from Project construction related to special-status bat species to less than significant. One federally-listed fish species, Santa Ana sucker, is presumed present within the Approved Project BSA. Mitigation Measure BIO-7 provides measures to divert the flow of the active channel to avoid adverse impacts to Santa Ana sucker and Mitigation Measure BIO-6 requires restoration or compensatory replacement of freshwater marsh habitat. Potential indirect impacts on special-status fish, including Santa Ana sucker, and other aquatic species occurring in adjacent aquatic habitats may occur due to construction-related impacts on hydrology and water quality. Potential impacts to hydrology and water quality would be avoided or substantially minimized through the erosion control BMPs required as a part of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit and Stormwater Pollution Prevention Program (SWPPP) (refer to 2021 IS/MND Standard Condition SC-WQ-1 in Section 4.10, Hydrology and Water Quality). The 2021 IS/MND concluded that, following adherence to 2021 IS/MND Mitigation Measures BIO-1 through BIO-11, Standard Conditions SC-BIO-1, SC-BIO-2, SC-WQ-1, and Regulatory Compliance Measure RC-BIO-1, and existing regulations pertaining to water quality, impacts to special-status animal species during construction of the Approved Project would be less than significant.

Although the Approved Project would increase impervious surfaces on site, drainage improvements are proposed to address additional runoff which would reduce operational impacts on habitats for special-status species. Furthermore, the Approved Project would not result in additional traffic noise that would indirectly impact special-status animal species during Project operations.

In addition to providing Santa Ana Sucker Critical Habitat, the BSA also includes Cottonwood Willow Riparian Forest, Southern Willow Scrub, Mixed Coastal Sage Scrub (CSS), Sagebrush, California Encelia Scrub, and Elderberry Woodland. The 2021 IS/MND determined that temporary Approved Project impacts to these riparian and sensitive natural communities would be minimize following implementation of 2021 IS/MND Standard Conditions SC-BIO-1 (vegetation restoration), SC-BIO-2 (construction staging and equipment BMPs related to dust and erosion), and SC-WQ-2 (SWPPP). These same habitats would be vulnerable to permanent impacts due to shading from the widening of the Yorba Linda Boulevard Bridge, and from the introduction of invasive species tracked in by construction equipment and personnel. However, with implementation of 2021 IS/MND Mitigation Measure BIO-6, restoration or compensation for the loss of habitat types impacted by shading would be required, and with implementation of 2021 IS/MND Mitigation Measure BIO-5, the spread of invasive species would be avoided and minimized through measures employed by the construction contractor. Overall, with implementation of 2021 IS/MND Standard Conditions and Mitigations Measures, it was determined that both temporary and permanent Approved Project impacts on riparian and critical natural habitat would be reduced to less than significant.

The 2021 IS/MND found that the Approved Project would result in direct and indirect impacts to jurisdictional aquatic resources, including wetlands. Specifically, construction activities would have direct temporary impacts to non-wetland waters of the U.S., wetland waters of the U.S. under the jurisdiction of the United States Army Corps of Engineers (USACE), and streambed and associated riparian habitat under the jurisdiction of CDFW. Temporary construction-related impacts would be reduced with implementation of the erosion control BMPs included in the Project-specific SWPPP (2021 IS/MND Standard Condition SC-WQ-2). Permanent impacts to jurisdictional aquatic resources, including wetlands, would occur to wetland waters under USACE jurisdiction and CDFW jurisdictional areas. Permanent impacts to wetlands and non-wetland waters under the jurisdiction of the USACE would require authorization under Section 404 of the Clean Water Act. Permanent impacts to streambed and riparian habitat under the jurisdiction of CDFW would require authorization under Section 1602 for a Lake and Streambed Alteration Agreement. Impacts to these resources would also require authorization under Section 401 of the Clean Water Act by the Regional Water Quality Control Board (RWQCB). 2021 IS/MND Regulatory Compliance Measure RC-BIO-5 would require authorization through these permits prior to construction. In addition, 2021 IS/MND Mitigation Measure BIO-6 requires restoration or compensation for the loss of sensitive natural communities, including wetlands and riparian habitat. The 2021 IS/MND concluded that, with adherence to 2021 IS/MND Regulatory Compliance Measure RC-BIO-5 and implementation of 2021 IS/MND Mitigation Measure BIO-6, impacts to State or federally protected wetlands and aquatic resources due to construction of the Approved Project would be less than significant. As a roadway improvement project, it is not anticipated that the Approved Project would significantly impact State or federally protected wetlands once in operation.

While the 2021 IS/MND concluded that wildlife species may utilize the Approved Project BSA as a movement corridor, it is likely that these species are adapted to disturbances associated with urban development, and would only be temporarily impacted by construction of the Approved Project. The Approved Project would adhere to the construction noise measures per the City of Yorba Linda Municipal Code Chapter 8.32, *Noise Control*, specifically, Section 8.32.090(D), which restricts construction activity such that no person may engage in or conduct construction activity between the hours of 8:00 p.m. and 7:00 a.m., Monday through Saturday and prohibits construction activity on Sundays and federally recognized holidays. In addition, the BMPs described in 2021 IS/MND Standard Condition SC-BIO-1 would be implemented during construction to minimize temporary construction-related impacts to habitat, species, and wildlife

movements within the Approved Project limits. No permanent noise impacts or lighting fixtures or physical barriers that would impact wildlife corridors are proposed under the Approved Project; accordingly, the 2021 IS/MND determined that operational impacts to a wildlife movement corridor would be less than significant.

Due to the presence of trees within the Approved Project limits, protected nesting birds and raptors could be impacted during Project construction. Per 2021 IS/MND Regulatory Compliance Measure RC-BIO-4, which would require tree replacement in accordance with the applicable jurisdiction's tree ordinance, tree removal proposed under the Approved Project would adhere to the City of Yorba Linda Municipal Code Chapter 16.08, *Tree Preservation*. The Approved Project would comply with the provisions of the Federal Migratory Bird Treaty Act (MBTA) per IS/MND Regulatory Compliance Measure RC-BIO-3, which requires a pre-construction nesting bird clearance survey prior to the start of construction or ground disturbing activities. The 2021 IS/MND determined that, following implementation of 2021 IS/MND Regulatory Compliance Measures RC-BIO-3 and RC-BIO-4, impacts to nesting birds and raptors would be less than significant. As a roadway improvement project, it is not anticipated that the Approved Project would conflict with local ordinances or policies protecting biological resources, including nesting birds and raptors, during Project operations.

Portions of the Approved Project limits are within the County of Orange Central/Coastal Subregion Natural Communities Conservation Plan/Habitat Conservation Plan (NCCP/HCP); however, the proposed improvements are not located within designated reserve lands, special linkages, existing-use areas, or other conservation areas identified in the NCCP/HCP. The Approved Project site is also in proximity to the Santa Ana River Canyon Habitat Management Plan (SARCHMP), and would result in temporary and permanent impacts to riparian habitat within the SARCHMP during construction. As such, 2021 IS/MND Mitigation Measure BIO-12 would require that temporary impacts to sensitive vegetation communities and species in the SARCHMP area be restored to pre-construction conditions, and that permanent impacts would be mitigated through either restoration or replacement of native habitat within the SARCHMP area, subject to the approval of OC Public Works who manages the SARCHMP. Further, construction of the Approved Project would result in temporary and permanent impacts to the City of Anaheim's Habitat Mitigation Plan for the Weir Canyon Road/La Palma Avenue Roadway Improvement Project, which is a local habitat mitigation plan (HMP). 2021 IS/MND Regulatory Compliance Measures RC-BIO-1 would require Section 7 Consultation with the USFWS and CDFW to identify appropriate mitigation ratios and other measures for impacts to existing CSS habitat mitigation areas. In addition, Mitigation Measure BIO-12 would require the City of Yorba Linda to coordinate with City of Anaheim and USFWS for impacts to the habitat mitigation area and coastal California gnatcatcher. The 2021 IS/MND concluded that implementation of 2021 IS/MND Regulatory Compliance Measures RC-BIO-1 and Mitigation Measure BIO-12 would reduce construction impacts to less than significant levels. Operation of the Approved Project would not result in significant impacts to a habitat mitigation plan.

Proposed Modified Project: The following analysis is based on the *Natural Environment Study (Minimal Impacts)*, *Savi Ranch Parkway Widening/Connect Savi Ranch Project, Northeast of the intersection of State Route 91 and Yorba Linda Boulevard, Yorba Linda, Orange County, California* (NES-MI), prepared by Michael Baker International, and dated November 4, 2025 (refer to Attachment C, *Natural Environment Study-Minimal Impacts*), that was prepared for the Proposed Modified Project. As part of the NES-MI, a literature review, database search, and general habitat assessment field survey were conducted to determine suitability of the Proposed Modified Project BSA to support special-status plant and animal species and potentially jurisdictional aquatic features.

(a)-(b) Based on the NES-MI, the Proposed Modified Project BSA does not support sensitive habitats or sensitive natural communities, special-status plant species, or special-status animal species. However, the Santa Ana River is the receiving water body for surface drainage from the Project site and supports designated critical habitat for the federally-threatened Santa Ana sucker, as well as other special-status species. As such, the Proposed Modified Project would incorporate 2021 IS/MND Standard Condition SC-WQ-1 and obtain a Construction General Permit, which would require preparation and implementation of a SWPPP with construction BMPs, such as sediment and pollution control, to prevent temporary impacts to the receiving water body (Santa Ana River). Additionally, the Proposed Modified Project would implement 2021 IS/MND Standard Condition SC-WQ-3 and obtain an NPDES Permit, which would require preparation and implementation of a Water Quality Management Plan (WQMP) with site design and drainage BMPs to prevent permanent impacts to the Santa Ana River. Additionally, invasive species were observed in the Proposed Modified Project BSA, which could have permanent indirect impacts on habitat suitability if spread during construction. As such, the Proposed Modified Project would incorporate 2021 IS/MND Mitigation Measure BIO-2 to ensure BMPs are instilled to control the spread of invasive species during construction activities. Following implementation of 2021 IS/MND Mitigation Measure BIO-2 and Standard Conditions SC-WQ-1 and SC-WQ-3, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(c) According to the NES-MI, the Proposed Modified Project does not include jurisdictional aquatic features or wetlands. No impact would occur, and the level of impact would not increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(d)-(e) According to the NES-MI, the Proposed Modified Project BSA does not support habitat that would provide wildlife movement connectivity through the region. However, several species of native birds and raptors may occur within the BSA. Most of these species lack special status, but all are protected under the Migratory Bird Treaty Act and the California Fish and Game Code §§ 3503, 3503.5 and 3513. As such, the Proposed Modified Project would be required to implement 2021 IS/MND Regulatory Compliance Measure RC-BIO-3, which requires a pre-construction nesting bird clearance survey prior to the start of construction or ground disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat. Accordingly, the Proposed Modified Project would also be subject to 2021 IS/MND Regulatory Compliance Measure RC-BIO-4 as it relates to tree replacement and preservation, as well as 2021 IS/MND Standard Condition SC-BIO-1 as it relates to the restoration of temporary impacts to native vegetation. With implementation of 2021 IS/MND Regulatory Compliance Measures RC-BIO-3 and RC-BIO-4, and Standard Condition SC-BIO-1, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(f) The Proposed Modified Project site is not located within the County of Orange Central/Coastal Subregion NCCP/HCP or SARCHMP. No impact would occur, and the level of impact would not increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

- SC-BIO-1 Restoration of Temporary Impacts to Native Vegetation. All areas temporarily disturbed by construction activities resulting in the removal of vegetation will be replanted. Replacement planting will be consistent with the City of Yorba Linda or City of Anaheim design guidelines, as applicable.

Also refer to SC-WQ-1 and SC-WQ-3, below.

2021 IS/MND Regulatory Compliance Measures

- RC-BIO-3 Migratory Bird Treaty Act Compliance. If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (nesting season generally extend from February 1 - August 31), a pre-construction clearance survey for nesting birds shall be conducted within three days prior to any ground disturbing activities. This measure shall apply to all areas within Project site boundaries. The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the Project site during the clearance survey with a brief letter report indicating that no impacts to active bird nests would occur before construction can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For raptor species, this buffer shall be 500 feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity.

- RC-BIO-4 Tree Replacement and Preservation. Once Project grading plans are finalized and approved (and prior to ground disturbance), an inventory of directly and indirectly affected trees shall be determined either by referencing existing tree inventory data collected on the subject property or by having a qualified arborist conduct an assessment based on the final, approved limits of development. The tree inventory will determine the species, number, sizes, and health of all trees to be impacted by the Approved Project, and will be used to determine compensation ratios.

For trees within the public right-of-way, the portion of the Project within the City of Anaheim will be subject to the City of Anaheim's Street Tree ordinance (Section 13.12.060 of the Anaheim Municipal Code), and the portion of the Project within the City of Yorba Linda will be subject to the City of Yorba Linda's Tree Preservation ordinance (Section 16.08.030 of the Yorba Linda Municipal Code). Protected trees shall not be removed or trimmed without proper permits from the City of Yorba Linda or the City of Anaheim. Compensation ratios for loss of Specimen Trees within Anaheim's Scenic Overlay Zone will be subject to Section 18.18.040 of Anaheim's Municipal Code. Compensatory planting should be conducted within the portion of the Project limits that would remain undeveloped under the approved plans, or at an off-site location as approved by the City.

2021 IS/MND Mitigation Measures

- BIO-2 Invasive-Species Control. Prior to ground disturbance and during Project construction activities, Project measures shall be implemented by the Construction Contractor to ensure invasive plant material is not spread to areas outside the Project limits by tracking seed on equipment, clothing, and/or shoes. Equipment/

material imported from an area where invasive plants exist must be identified, and measures (e.g., equipment cleaning) must be implemented to prevent importation and spreading of nonnative plant material within and outside of the Project limits. All construction equipment accessing unpaved areas shall be cleaned with water to remove dirt, seeds, vegetative material, or other debris that could contain or hold seeds of noxious weeds before arriving at and leaving the Project limits. Only certified weed-free straw, mulch, and/or fiber rolls shall be used for erosion control.

New Mitigation Measures

No new mitigation measures are required.

4.5 CULTURAL RESOURCES

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?			✓	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?			✓	
d. Disturb any human remains, including those interred outside of dedicated cemeteries?			✓	

Approved Project Findings: According to the 2021 IS/MND, there are no known historical resources that have been previously recorded within the Approved Project limits. All buildings in the vicinity of the Approved Project are of modern construction, and no known historical resource sites are present. Therefore, no impacts to historical resources are anticipated as a result of the Approved Project. The records search conducted as part of the 2021 IS/MND identified the edges of prehistoric cultural resource site CA-ORA-1067, a subsurface deposit of ground and flaked stone artifacts, within the Approved Project limits. However, the resource is now a paved parking lot situated in a commercial area, indicating that the area is extensively disturbed at depth and likely destroyed. Furthermore, no archaeological resources were found during the field survey. In the event unanticipated cultural resources are discovered during construction of the Approved Project, 2021 IS/MND Standard Condition SC-CUL-1 would ensure that the Approved Project would not cause a substantial adverse change in the significance of an archaeological resource. Therefore, the 2021 IS/MND concluded that potential impacts to archaeological resources would be less than significant.

The Approved Project would not disturb any known human remains, including those interred outside of formal cemeteries because no known human remains are known to exist in or near the Approved Project limits. However, 2021 IS/MND Regulatory Compliance Measure RC-CUL-1 would require that if human remains are encountered during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur within the vicinity of the remains until the County Coroner has made a determination of origin and disposition pursuant to California PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD).

Proposed Modified Project: The following analysis is based on a Historic Property Survey Report (HPSR) and the *Archeological Survey Report (ASR) for the Savi Ranch Parkway Widening and Connect Savi Ranch Project. City of Yorba Linda, Orange County, California* (ASR), prepared by Cogstone Resource Management, and dated October 2025, that was prepared for the Proposed Modified Project; refer to Attachment D, Historic Property Survey Report/Archeological Survey Report.

(a)-(b) The HPSR prepared for the Proposed Modified Project determined that there are no historic properties within the area of potential effect (APE). Based on the results of the records

search of the APE that was conducted as part of the ASR, one archaeological resource is located within the APE: P-30-001067 (CA-ORA-1067). As discussed in the 2021 IS/MND, the prehistoric archaeological site P-30-001067 (CA-ORA-1067) was originally recorded in 1984 as a subsurface prehistoric lithic site, 19 artifacts were excavated. However, no indications of archaeological sites such as discolored soils, artifacts, or archaeological features were observed during the pedestrian survey conducted as part of the HPSR/ASR; no evidence of the known archaeological resources or newly identified archaeological resources were identified. However, since the archaeological resource P-30-001067 (CA-ORA-1067) has not been fully tested and has yielded artifacts in previous excavations, 2021 IS/MND Standard Condition SC-CUL-1 as well as Proposed Modified Project Standard Condition SC-CUL-2 and SC-CUL-3 would be implemented during construction. Proposed Modified Project Standard Condition SC-CUL-2 establishes that an Environmentally Sensitive Area (ESA) exists within the APE, i.e., at resource P-30-001067 (CA-ORA-1067). Proposed Modified Project Standard Condition SC-CUL-3 requires that an ESA fence be delineated on Project Plans, and that no construction work shall be permitted within the fencing. Operation of the Proposed Modified Project would not impact cultural resources, including archaeological resources. Upon implementation of 2021 IS/MND Standard Condition SC-CUL-1 and Proposed Modified Project Standard Conditions SC-CUL-2 and SC-CUL-3, impacts would be less than significant, and would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(c) Similar to the Approved Project, it is not anticipated that implementation of the Proposed Modified Project would disturb any known human remains, including those interred outside of formal cemeteries because no known human remains are known to exist in or near the project limits. Additionally, 2021 IS/MND Regulatory Compliance Measure RC-CUL-1 would be implemented in the event unanticipated human remains are discovered during Project construction; no measures would be required during operation. Following implementation of 2021 IS/MND Regulatory Compliance Measure RC-CUL-1, impacts would be less than significant, and would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

SC-CUL-1 Unanticipated Cultural Resources. If any prehistoric or historic cultural material older than 50 years of age is encountered during construction, work in the area of the discovery will stop until a professional archaeologist can assess the nature and significance of the find and make appropriate recommendations concerning recording and potential removal of the resource. Resources determined to be eligible may require additional work such as data recovery to record that information considered important. Once professional archaeologist determines that the information making a resource important has been recorded, work can resume in the area of the find.

2021 IS/MND Regulatory Compliance Measures

RC-CUL-1 Human Remains. If human remains are encountered during construction, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to California PRC Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the

permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD may recommend scientific removal and non-destructive analysis of human remains and items associated with Native American burials

2021 IS/MND Mitigation Measures

None.

Proposed Modified Project Standard Conditions

- SC-CUL-2 An Environmentally Sensitive Area (ESA) exists on the project at Yorba Linda Boulevard from top of southern embankment of Old Canal Road to CA-91 off ramp at cultural resource P-30-001067 (CA-ORA-1067).
- SC-CUL-3 An ESA Fence shall be delineated on plans at Station 77+20 to 78+80 and implemented onsite per California Department of Transportation (Caltrans) Standard Specification *16-2.03 HIGH-VISIBILITY FENCES*. ESA Fencing shall be placed along the east embankment of Yorba Linda Boulevard from the northern terminus at the top of the embankment that leads down to Old Canal Road and along the east edge of the existing sidewalk to the State Route 91 (SR-91) southbound off ramp. No work shall be permitted within the ESA.

4.6 ENERGY

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			✓	
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?			✓	

Approved Project Findings: Sources of energy required for the Approved Project would include electricity, natural gas, and transportation fuel for vehicle trips associated with construction equipment on site and mobile trips to and from the Project site by construction workers, vendors, and soil hauling trucks during construction activities. Energy in the form of fossil fuels used for construction vehicles and equipment would be used during site clearing, grading, and construction. Energy consumed during construction would be temporary and would not represent a significant demand on energy resources. Project construction equipment would also be required to comply with the latest U.S. EPA and California Air Resources Board (CARB) engine emissions standards. The Approved Project would also require energy in the form of construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas); however, the Approved Project would not substantially increase the demand for energy compared to overall local and regional demand for construction materials. The 2021 IS/MND found that fuel consumption for the 18-month construction period would be approximately 40,465 gallons, which would increase fuel use in Orange County by 0.002 percent. Therefore, the Approved Project's construction-related energy consumption would have a nominal effect on the local and regional energy supplies. Impacts were determined to be less than significant.

The Approved Project would not generate additional operational vehicle trips through the project limits, and, therefore, would not increase fuel usage. The Approved Project includes pedestrian and bicycle safety improvements to promote the use of alternative modes of transportation, which would allow for a decreased dependence on non-renewable energy resources and a reduction in energy use. Operation of the Approved Project would not require the consumption of natural gas. Energy use consumed by the Approved Project would be limited to electricity consumption associated with additional street lighting along the Project segment, which would be minimal. Therefore, operational energy impacts were determined to be less than significant.

Overall, the Approved Project would not conflict with any State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

Proposed Modified Project:

(a)-(b) It is anticipated that the Proposed Modified Project would utilize similar construction methods and equipment as the Approved Project and therefore would rely on the same energy sources. The Proposed Modified Project would require an approximately 13-month construction period and would therefore have a similarly nominal effect on the local and regional energy supplies as compared to the Approved Project. Further, it is likely that construction activities for the Proposed Modified Project and Approved Project would occur simultaneously as well as share

construction supplies, equipment, and vehicles. As such, it is not anticipated that the Proposed Modified Project would result in a new potentially significant impact related to energy inefficiency during construction. Similar to the Approved Project, additional vehicle trips are not anticipated during operation of the Proposed Modified Project; rather, proposed improvements may decrease dependence on non-renewable energy resources. Operational energy use within the Project site would be limited to street lighting, which would be minimal. Accordingly, the Proposed Modified Project would not conflict with any State or local plan for renewable energy or energy efficiency. Therefore, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

None.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

None.

New Mitigation Measures

No new mitigation measures are required.

4.7 GEOLOGY AND SOILS

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

Approved Project Findings: According to the 2021 IS/MND, there are no known active faults that traverse through the Approved Project limits, and the Approved Project is not located within an Alquist-Priolo Earthquake Fault Zone. The Approved Project includes roadway improvements and would not include the construction or rehabilitation of structures for human occupancy. Therefore, implementation of the Approved Project would not result in the exposure of people or structures to potential substantial adverse effects related to fault rupture as provided in the Alquist-Priolo Earthquake Fault Zoning Act; result in rupture of a known Alquist-Priolo earthquake fault; or include activities that would have the potential to induce seismic ground shaking or exacerbate existing seismic hazards. Nonetheless, bridge improvements under the Approved Project would be subject to design recommendations provided in the *Structure Preliminary Geotechnical Report* prepared for the Approved Project, per 2021 IS/MND Standard Condition SC-GEO-1. Additionally, roadway design and pavement construction would also comply with existing City standards, including Title 15, Chapter 15.40, *Grading*, of the City of Yorba Linda Municipal Code. Overall, impacts related to rupture of a known earthquake fault or strong seismic ground shaking were determined to be less than significant.

Based on the 2021 IS/MND, the Approved Project Site is located within a liquefaction zone and could be subject to lateral spreading due to unstable soils; thus, a comprehensive geotechnical investigation would be conducted during the design phase of the project to assess soil liquefaction and the presence of collapsible and expansive soils. The 2021 IS/MND determined that the Approved Project would require adherence to 2021 IS/MND Standard Condition SC-GEO-1 (to

ensure adherence to the design recommendations provided in the *Structure Preliminary Geotechnical Report*) and the City of Yorba Linda Municipal Code Chapter 15.40 to ensure impacts would be less than significant. The 2021 IS/MND determined that the project site is not located within a landslide zone; however, implementation of SC-GEO-1 and adherence to Municipal Code Chapter 15.40 would ensure that construction of the bridge structure would not result in landslides along the slopes of the Santa Ana River Channel. Operation of the proposed roadway improvements and bike and pedestrian facilities would not result in unstable soils on or off-site.

In order to prevent substantial soil erosion and loss of topsoil, the Approved Project would adhere to the NPDES Permit program during construction activities, which would include development and implementation of a SWPPP with BMPs to provide erosion control and maintain water quality. Improvements within the roadway would not result in impacts related to long-term erosion.

The Approved Project would not involve the use of septic tanks or alternative wastewater disposal systems.

According to the 2021 IS/MND, Very Old Alluvial Fan Deposits within the Approved Project limits have high paleontological sensitivity. Thus, the 2021 IS/MND concluded that there is potential for construction of the Approved Project to impact scientifically significant paleontological resources. To reduce potentially significant impacts to undiscovered paleontological resources, the preparation and implementation of a monitoring program, monitoring of construction activities, appropriate treatment of newly discovered resources, and preparation of a final monitoring report, would be required (2021 IS/MND Mitigation Measures PAL-1, PAL-2, and PAL-3). With the implementation of these measures, it was determined that impacts to paleontological resources would be less than significant.

Proposed Modified Project: The following analysis is based on the *Geotechnical Exploration Report, Yorba Linda Boulevard Widening Project, Yorba Linda, California* (Geotechnical Report), prepared by Verdantas Inc. and dated October 18, 2024, that was prepared for the Proposed Modified Project; refer to Attachment E, *Geotechnical Report*.

(a)(1)-(2) Similar to the 2021 IS/MND, the Proposed Modified Project site would not be located within an Alquist-Priolo Earthquake Fault Zone and there are no known active faults that traverse through the Project limits. All pavement construction activities and all aggregate base and asphalt materials would be in conformance with the Public Works Department's Standard Specifications or Caltrans Standard Specifications. Additionally, the Approved Project would be required to adhere to the design recommendations contained in the Geotechnical Report related to retaining wall foundations (2021 IS/MND Standard Condition SC-GEO-1). Additionally, roadway design and pavement construction would also comply with existing City standards, including Title 15, Chapter 15.40 of the City of Yorba Linda Municipal Code. Accordingly, impacts related to rupture of a known earthquake fault or strong seismic ground shaking would therefore be less than significant. Therefore, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(a)(3), (a)(4), (c), (d) Similar to the Approved Project, the Proposed Modified Project would be constructed within a liquefaction zone, but the potential for lateral spreading would be considered low. Based on the Geotechnical Report, the piles for the proposed retaining walls would be a minimum of 25 feet deep due to the presence of liquefiable soils. Additionally, and similar to the Approved Project, Project construction would comply with the City of Yorba Linda Municipal Code

Chapter 15.40 in order to further reduce impacts related to liquefaction. Planned improvements along Old Canal Road east of Mirage Street would occur adjacent to and slightly within a designated landslide zone.¹ The zone is limited to a manufactured, landscaped slope between Old Canal Road and the commercial uses to the south along Oakcrest Circle, which sit at an elevation approximately 40 feet higher than Old Canal Road. The Proposed Modified Project would not affect this existing slope, and thus it is not anticipated that substantial adverse effects related to landslide hazards would occur. Additionally, improvements along this segment would be limited to a proposed Class IV separated bikeway with limited earthwork, and as such would not increase the risk of a landslide along this segment. Therefore, Project implementation would not result in adverse effects related to landslides.

In addition to recommendations for retaining wall design, the Geotechnical Report included recommendations for earthwork activities; following implementation of these recommendations as required by 2021 IS/MND Standard Condition SC-GEO-1, the Proposed Modified Project would result in less than significant impacts related to unstable soils, including expansive soils, as well as soils prone to liquefaction and landslides. Impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(b) Similar to the Approved Project, the Proposed Modified Project would be required to implement BMPs as part of the Project-specific SWPPP which would provide erosion control and minimize water quality impacts during construction. Additionally, the Proposed Modified Project would include landscaping, including trees, shrubs, and groundcover, and would install retaining walls which would reduce long-term erosion and loss of topsoil. Upon implementation of construction BMPs and Project design features, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. Overall, no new impacts have been identified and no new mitigation measures are required.

(e) The Proposed Modified Project would not involve the use of septic tanks or alternative wastewater disposal systems. No impact would occur in this regard, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(f) According to the Geotechnical Report, the Proposed Modified Project site is underlain by Very Old Alluvial Fan Deposits; as determined by the 2021 IS/MND, these materials have high paleontological sensitivity. Therefore, the Proposed Modified Project would incorporate 2021 IS/MND Mitigation Measures PAL-1 through PAL-3 during construction in order to reduce potentially significant impacts to undiscovered paleontological resources. As a transportation improvement project, it is not anticipated that Project operations would impact paleontological resources since project operations would not involve ground disturbance. As such, with the implementation of 2021 IS/MND Mitigation Measures PAL-1 through PAL-3, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

¹ City of Yorba Linda, *Map Yorba Linda Live*,
<https://webgis.yorbalindaca.gov/portal/home/item.html?id=e4bda1029e5145e09a9713fef1ec4ccf>,
accessed November 2025.

2021 IS/MND Standard Conditions

- SC-GEO-1 Design-Level Geotechnical Report. All grading and construction activities shall be conducted in conformance with the recommendations included in the *Structure Preliminary Geotechnical Report* for the proposed project prepared by Earth Mechanics, Inc. (November 2019). The geotechnical investigation includes detailed recommendations related to the widening of the Yorba Linda Boulevard Bridge over the Santa Ana River. This report also recommends performing a supplemental geotechnical field investigation to collect sufficient and appropriate information to characterize the subsurface soils and stratigraphy.

During final design, the City Engineer or designee will ensure that a design-level geotechnical report is prepared for the project. This report will document soil-related constraints and hazards such as slope instability, settlement, liquefaction, or related secondary seismic impacts that may be present. This report will document and provide design recommendations for seismic hazards such as fault-induced ground rupture, ground shaking, co-seismic deformation, slope instability, seismic settlement, liquefaction, or related secondary seismic impacts that may be present along the alignment of the proposed project. The report will also provide design recommendations for geology-related constraints such as settlement, collapse potential, expansion, landslides, and erosion. The performance standard for this report will be the geotechnical design standards of the City of Yorba Linda.

The Project Engineer will incorporate the measures recommended in the geotechnical report into the final design and project specifications. The Construction Contractor will implement the recommendation in the design-level geotechnical report as included in the project design and specifications.

The City of Yorba Linda City Engineer shall verify that these recommendations have been incorporated into project plans and specifications prior to the issuance of any grading permit for the proposed project.

2021 IS/MND Regulatory Compliance Measures

- PAL-1 Paleontological Resources Impact Mitigation Program (PRIMP). A qualified, professional paleontologist who meets the standards set by the Society of Vertebrate Paleontology (SVP) shall be retained to develop a Paleontological Resources Impact Mitigation Program (PRIMP) for the proposed project. The PRIMP shall be consistent with the guidelines of the SVP and shall include the methods that will be used to protect paleontological resources that may exist within the project limits, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of ground disturbance.

- PAL-2 Unanticipated Discovery. Ground-disturbing activities in deposits with high paleontological sensitivity (i.e., Very Young Wash Deposits, Very Young Alluvial Fan Deposits, and Young Axial Channel Deposits below a depth of 10 ft; and the Very Old Alluvial Fan Deposits) shall be monitored by a qualified paleontological monitor following a PRIMP. No monitoring is required for excavations in deposits with no or low paleontological sensitivity (i.e., Very Young Wash Deposits, Very Young Alluvial Fan Deposits, and Young Axial Channel Deposits above a depth of

10 ft; and Artificial Fill). If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to temporarily redirect construction away from the area of the find in order to assess its significance. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and the paleontologist shall be contacted to assess the find and determine the appropriate actions.

PAL-3 PRIMP Findings Report. Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collections of a museum repository. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program.

2021 IS/MND Mitigation Measures

None.

New Mitigation Measures

No new mitigation measures are required.

4.8 GREENHOUSE GAS EMISSIONS

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

Approved Project Findings: Short-term impacts from greenhouse gas (GHG) emissions associated with the Approved Project would occur from construction activities, lasting approximately 18 months and consisting primarily of emissions from construction equipment and vehicle exhaust. The 2021 IS/MND determined that emissions would not exceed the SCAQMD's screening threshold of significance. The Approved Project would not develop a trip-generating land use; as such the Approved Project would not generate quantifiable GHG emissions. Rather, the roadway improvements would provide improved mobility and safety for drivers by addressing intersection operation deficiencies and reducing congestion. The proposed pedestrian and bike facility improvements would also reduce GHG emissions by providing alternative modes of transportation on-site. As such, the Approved Project would not generate direct or indirect GHG emissions that would significantly impact the environment. Further, the 2021 IS/MND concluded that the Approved Project would not conflict with the provisions of AB 32, the SCAQMD 2016 AQMP, or any other State or regional plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. Impacts would be less than significant.

Proposed Modified Project:

(a)-(b) The Proposed Modified Project would include minor modifications to the Approved Project by incorporating additional roadway improvements, including intersection modifications, roadway widening, and pedestrian and bicycle facility enhancements. Construction activities required to implement the improvements associated with the Proposed Modified Project would entail similar construction practices and equipment. As such, it is not anticipated that construction emissions would exceed the SCAQMD's screening threshold of significance. Similar to the Approved Project, the Proposed Modified Project would not develop a trip-generating land use but would implement GHG-reduction strategies with the construction of proposed multimodal transportation facilities on-site. The Proposed Modified Project would not generate operational GHG emissions and, therefore, would not conflict with any policies adopted for the purpose of reducing GHG emissions. Impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

None.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

None.

New Mitigation Measures

No new mitigation measures are required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			✓	
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			✓	

Approved Project Findings: The 2021 IS/MND determined that, with adherence to applicable federal, State, and local regulatory requirements, including the requirements of the California Department of Toxic Substances Control (DTSC), the United States Environmental Protection Agency (U.S. EPA), and the Occupational Safety and Health Administration (OSHA), all storage, handling, and disposal of hazardous materials during construction of the Approved Project would be less than significant. As a transportation improvement project, the operation of the Approved Project would improve traffic operations and provide additional pedestrian and bicycle facilities within the Project limits and would not increase the routine transport, use, or disposal of hazardous materials compared to existing conditions.

While construction of the Approved Project could release petroleum-based fuels or hydraulic fluid used for construction equipment, release of these substances would be in small volumes and low concentrations such that less than significant impacts would occur. Additionally, the Approved Project would implement BMPs in adherence to the NPDES Permit program to minimize stormwater contamination during construction (2021 IS/MND Standard Condition SC-WQ-1). An Initial Site Assessment (ISA) performed in preparation for the 2021 IS/MND identified potentially hazardous materials within the Project limits that, if released, could result in a significant impact during construction of the Approved Project including lead-based paint (LBP), aerally deposited lead (ADL), organochlorine pesticides (OCP), arsenic, and asbestos-containing materials (ACM). As such, the 2021 IS/MND required implementation of Mitigation Measures HAZ-1 through HAZ-3. 2021 IS/MND Mitigation Measure HAZ-1 would ensure that LBP surveys and ADL soil sampling are conducted by a certified consultant within the Project limits to determine the presence of LBP and ADL, if any, and to ensure that potential LBP and ADL materials are properly disposed of.

Additionally, 2021 IS/MND Mitigation Measure HAZ-2 would ensure that soil sampling is conducted by a certified consultant within the Project limits to determine the presence of OCPs and arsenic on soils located within the Project limits and ensure procedures for the handling, treatment, and disposal of soils are identified. Further, 2021 IS/MND Mitigation Measure HAZ-3 would ensure that an ACM survey would be conducted in conformance with U.S. EPA National Emission Standard for Hazardous Air Pollutants (NESHAP) 40 CFR regulation, and SCAQMD Rule 1403. SCAQMD notification of the renovation or demolition of the bridge structure according to Rule 1403 (d)(1)(B) would be required. The 2021 IS/MND concluded that, with implementation of 2021 IS/MND Mitigation Measures HAZ-1 through HAZ-3, the Approved Project would not create a hazard to the public through release of hazardous materials, and impacts would be less than significant.

While the Approved Project limits are located within 0.25-mile of three schools (AmeriMont Academy Elementary—Anaheim, Saint Francis of Assisi Catholic School, and German School—Anaheim Hills), as detailed above, 2021 IS/MND Mitigation Measures HAZ-1 through HAZ-3 would be implemented to ensure that hazardous materials on site are used and disposed of with adherence to existing regulations. Accordingly, impacts related to the emission or handling of hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school would be less than significant.

The Approved Project site is not located within or adjacent to any sites included on the Hazardous Waste and Substances Sites (Cortese) List; as such, no impact would occur related to hazards from sites on the Cortese List or other governmental databases compiled pursuant to Government Code Section 65962.5.

The Approved Project limits are not within an airport land use plan, or within two miles of a public airport or public use airport. Therefore, no impact would occur related to an aviation-related safety hazard or excessive noise for people residing or working in the vicinity of the Approved Project.

The 2021 IS/MND determined that evacuation routes designated by Orange County Fire Authority (OCFA) may be impacted during construction of the Approved Project as temporary partial lane closures or roadway detours may be required. However, implementation of 2021 IS/MND Mitigation Measure TR-1 would require a Transportation Management Plan (TMP) be implemented to ensure that interference with fire or police response times or emergency evacuation routes and access would not occur. Once in operation, the Approved Project would result in improved access for emergency services/evacuation by improving roadway operations throughout the Project limits. Therefore, the 2021 IS/MND concluded that construction and operation of the Approved Project would not impair the implementation of, or physically interfere with, any adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

While a portion of the Approved Project site is located within a Very High Fire Hazard Severity Zone (VHFHSZ), the site is surrounded by urban development and construction of the Project would comply with current design and construction standards and regulations. Construction activities would be required to comply with the current California Fire Code (CCR Title 24 Part 9; adopted by reference in Chapter 15.08 [Fire Code] of the Yorba Linda Municipal Code), which sets forth requirements including those for building materials and methods pertaining to fire safety. The Approved Project would consist of roadway improvements along existing roadways and would not include any new residential structures or facilities. Therefore, the 2021 IS/MND concluded that construction and operational impacts would be less than significant.

Proposed Modified Project: The following analysis is primarily based on the *Phase I Initial Site Assessment* (ISA), *Savi Ranch Parkway Widening/Connect Savi Ranch Project, Yorba Linda, California* (Phase I ISA), prepared by Michael Baker International and dated October 2, 2025, that was prepared for the Proposed Modified Project; refer to Attachment F, Phase I Initial Site Assessment.

(a)-(e). Construction of the Proposed Modified Project would require limited quantities of diesel fuel, gasoline, oil, hydraulic fluid, and similar materials associated with construction activities. Given the limited quantities that would be utilized and/or stored on-site during short-term construction, it is not anticipated that the Proposed Modified Project would create a significant hazard to the public or environment. As a transportation improvement, the Proposed Modified Project would not include a use that would generate or require the use of hazardous materials. According to the Phase I ISA, there are no environmental concerns regarding hazardous materials or hazards associated with the Proposed Modified Project site; the Proposed Modified Project site is not located within 0.25-mile of a school, located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5², or located within an airport land use plan or within two miles of a public airport or public use airport. Therefore, it is not anticipated that the Proposed Modified Project would create a significant hazard to the public or the environment by using, storing, or handling hazardous materials, or by releasing or emitting hazardous materials, beyond what was analyzed in the 2021 IS/MND.

Similar to the Approved Project, the Proposed Modified Project would adhere to applicable federal, State, and local regulatory requirements, including the requirements of the DTSC, U.S. EPA, and OSHA. Additionally, as detailed in Section 4.10, Hydrology and Water Quality, the Proposed Modified Project would implement BMPs in accordance with the NPDES Permit requirements to minimize stormwater contamination during construction (2021 IS/MND Standard Condition SC-WQ-1). Following compliance with existing regulations regarding the storage, handling, and disposal of hazardous materials, and with implementation of 2021 IS/MND Standard Condition SC-WQ-1, impacts would be less than significant, and would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(f) The Proposed Modified Project would incorporate a TMP during construction in accordance with the 2021 IS/MND Mitigation Measure TR-1 in order to ensure that interference with fire or police response times or emergency evacuation routes and access would not occur. Similar to the Approved Project, the Proposed Modified Project proposes to improve efficiency for all modes of transportation, thereby improving access and response times for emergency service providers and maintaining evacuation routes. With implementation of 2021 IS/MND Mitigation Measure TRA-1, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(g) The Proposed Modified Project Site is not located within a VHFHSZ. Similar to the Approved Project, construction activities would adhere to BMPs contained in the current version of the California Fire Code. No habitable structures are proposed under the Proposed Modified Project. As such, with adherence to existing regulations, the Proposed Project would result in less than significant impacts related to wildland fire hazards, and the level of impact would not substantially

² California Environmental Protection Agency, Cortese List Data Resources, <https://calepa.ca.gov/SiteCleanup/CorteseList/>, accessed on November 14, 2025.

increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

Refer to SC-WQ-1.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

Refer to TR-1.

New Mitigation Measures

No new mitigation measures are required.

4.10 HYDROLOGY AND WATER QUALITY

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

Approved Project Findings: Construction of the Approved Project would be subject to the NPDES permitting program, which would require preparation of a SWPPP and implementation of construction BMPs to ensure erosion control, sediment control, and good housekeeping to prevent spills, leaks, and discharge of construction debris and waste into receiving waters (2021 IS/MND Standard Condition SC-WQ-1). Construction within the Santa Ana River channel would take place during the dry season between April and October, which would minimize impacts to water quality within the river from storm events; additionally, BMPs from the California Stormwater Quality Association (CASQA) *California Stormwater BMP Handbook Construction* (2015 or latest edition) would be implemented for construction within the Santa Ana River to reduce impacts to water quality. Further, as the 2021 IS/MND determined that there is potential for groundwater to be encountered during construction of the Approved Project; thus, dewatering in accordance with the Santa Ana Regional Water Quality Control Board (RWQCB) permit would be required (2021 IS/MND Standard Condition SC-WQ-2). Following implementation of Project BMP's and adherence to existing regulations and permitting, the 2021 IS/MND determined that construction of the Approved Project would not violate water quality standards or waste discharge requirements or degrade water quality; would not result in substantial erosion or siltation on- or off-site; would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; and would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The 2021 IS/MND determined that impacts would be less than significant.

Once construction is complete, the improved roadways would increase impervious surface area by 52,811 square feet (1.21 acres), which could more effectively transport pollutants into receiving waters. However, as required by 2021 IS/MND Standard Condition SC-WQ-3, the Approved Project would include Modular Wetlands System Linear Vaults in compliance with the Santa Ana RWQCB's *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District, and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County* (North Orange County Municipal Separate Storm Sewer Systems [MS4] Permit) and U.S. EPA's Green Street guidance "*Managing Wet Weather with Green Infrastructure Municipal Handbook Green Streets.*" The vaults would be located on Savi Ranch Parkway between Pullman Avenue and Yorba Linda Boulevard and on Weir Canyon Road between SR-91 and Santa Ana Canyon Road. The proposed BMPs would reduce pollutants of concern in stormwater runoff prior to discharge to receiving waters. Additionally, the proposed BMPs would treat stormwater and reduce pollutants of concern before the flows could infiltrate and reach groundwater. Neither groundwater extraction nor injection would occur during operation. With implementation of BMPs, operation of the Approved Project would not introduce pollutants to receiving waters at levels that would violate water quality standards or waste discharge requirements or degrade water quality; result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Impacts were determined to be less than significant.

As specified in Standard Condition SC-WQ-4, a Final Drainage Report would be required during final design. The Final Drainage Report would be based on the final design plans and would verify the conclusions of the *Preliminary Drainage Report*, that the increase in stormwater runoff would be accommodated by the existing storm drain system.

The 2021 IS/MND established that, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) Nos. 06059C0157J, 06059C0069J, 06059C0009J, and 06059C0180J (dated December 3, 2019), the Santa Ana River floodplain within the Approved Project limits is designated as Zone A, areas subject to inundation by the one percent annual chance flood (100-year flood) with base flood elevations not determined. However, the FEMA FIRM indicates that 100-year flood is contained within the Santa Ana River flood control structure. Yorba Linda Boulevard from approximately La Palma Avenue to SR-91 is within Other Areas of Flood Hazard Zone X, areas with reduced flood risk due to levee. The remainder of the Project area is within Zone X, areas of minimal flood hazard (i.e., areas outside the 500-year floodplain). Per 2021 IS/MND Standard Condition SC-WQ-5, the Approved Project would comply with all FEMA and City requirements regulating development within a floodplain. The project would comply with Section 15.12, *Flood Damage Protection*, of the City of Yorba Linda Municipal Code and obtain either a floodplain development permit or a variance from the City Floodplain Administrator. The City Floodplain Administrator would coordinate with Orange County Flood Control District (OCFCD) and FEMA to determine if a Conditional Letter of Map Revision (CLOMR) and a Letter of Map Revision (LOMR) are required for the Approved Project. Compliance with regulatory requirements would ensure that the Approved Project would result in a less than significant impact related to impeding or redirecting flood flows.

As detailed above, the Approved Project would implement 2021 IS/MND Standard Conditions SC-WQ-1 through SC-WQ-3, which would put the Approved Project in compliance with the Santa Ana RWQCB Basin Plan. The Approved Project is also subject to the *Basin 8-1 Alternative – OCWD Management Area*, which is the Orange County Water District's (OCWD) Groundwater

Sustainability Plan for the Coastal Plain of the Orange County Groundwater Basin – a plan that was prepared pursuant to the Sustainable Groundwater Management Act (SGMA), as the Coastal Plain of the Orange County Groundwater Basin is identified as a medium priority basin. The *Basin 8-1 Alternative – OCWD Management Area* demonstrates that the Coastal Plain of the Orange County Groundwater Basin has been sustainably managed over the last 10 years and will continue to be sustainably managed. Any groundwater extracted during groundwater dewatering during construction of the Approved Project would be minimal and would not interfere with the sustainable management of the Coastal Plain of the Orange County Groundwater Basin. Additionally, operation of the Approved Project would not require groundwater extraction. The proposed landscaping would be the only Project feature that would require water use and would not substantially increase water use compared to existing conditions. The 2021 IS/MND concluded that impacts would be less than significant.

Proposed Modified Project: The following analysis is partially based on the *Water Quality Technical Memorandum Savi Ranch Parkway Widening/Connect Savi Ranch Project City of Yorba Linda, California* (WQTM), prepared by Michael Baker International, and dated July 2025, that was prepared for the Proposed Modified Project; refer to Attachment G, *Water Quality Technical Memorandum*.

(a)-(c) According to the WQTM, approximately 6.2 acres of disturbed soil area would occur during Project construction, which could lead to an increased rate of erosion during a storm event. Additionally, pollutants discharged during construction would include sediment, metals, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. The construction of the Project could contribute to exceeding the waste load allocations in approved Total Maximum Daily Loads (TMDLs) in downstream waterbodies (i.e., the Santa Ana River). As such, and similar to the Approved Project, construction activities under the Proposed Modified Project would require a Construction General Permit (NPDES No. CAS000002, State Water Resources Control Board [SWRCB] Order No. 2022-0057-DWQ), which entails the preparation and implementation of a SWPPP with construction BMPs for erosion control, sediment control, wind erosion control, tracking control, non-storm water management, and waste management/materials pollution control (2021 IS/MND Standard Condition SC-WQ-1). According to the Geotechnical Report prepared for the Proposed Modified Project, groundwater depths in exploratory borings encountered groundwater at depths between 27 and 31 feet within the site boundaries. In the event that groundwater and any other non-stormwater dewatering activities are necessary during construction, these activities would be subject to the requirements of the Santa Ana RWQCB and a separate permit would be required for dewatering activities per 2021 IS/MND Standard Condition SC-WQ-2. With implementation of 2021 IS/MND Standard Conditions SC-WQ-1 and SC-WQ-2, impacts to surface water and groundwater during construction of the Proposed Modified Project would be less than significant.

The WQTM determined that operation of the Proposed Modified Project, specifically implementation of the new multi-use trail improvements, would generate suspended solids/sediment, nutrients, pathogens, and pesticides; operations would also increase impervious area within the Project boundaries by 0.63-acre. As required by the Orange County NPDES Permit, the Project would prepare a Water Quality Management Plan (WQMP) and incorporate site design and drainage BMPs, as well as non-structural source control BMPs (2021 IS/MND Standard Condition SC-WQ-3). While an increase in impervious area could decrease on-site infiltration, the Proposed Modified Project would install a new catch basin at the corner of Mirage Street and Crystal Drive that would incorporate biofiltration, and tree wells for new planted trees would include filters for biofiltration, which would improve drainage on site. Additionally, as stated in the 2021 IS/MND, any decrease in infiltration would be minimal compared to the size of the

Orange County Groundwater Basin. Further, as required by 2021 IS/MND Standard Condition SC-WQ-4, a Final Drainage Report would be required to be prepared based during final design. The Final Drainage Report would be based on the final design plans and would verify that any increase in stormwater runoff would be accommodated by the existing and proposed storm drain system. With implementation of 2021 IS/MND Standard Conditions SC-WQ-3 and SC-WQ-4, impacts to surface water and groundwater during operation of the Proposed Modified Project would be less than significant.

Overall, following implementation of 2021 IS/MND Standard Conditions SC-WQ-1 through SC-WQ-4, the Proposed Modified Project would have a less than significant impact on surface and groundwater quality, including impacts related to discharge requirements, recharge, and drainage, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(d) According to the WQTM, the Proposed Modified Project site is located within a location that FEMA identifies as Zone X, which means a 0.2 percent annual chance of flood; the Proposed Modified Project would not impact or encroach on the 100-year floodplain or floodway. Additionally, the City is not in proximity to the Pacific Ocean for a tsunami to be a threat, and there is not a large body of water adjacent to the City capable of a seiche to create a significant impact.³ No impact would occur in this regard, and the level of impact would not increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(e) Similar to the Approved Project, the Proposed Modified Project would be subject to the Santa Ana RWQCB Basin Plan and *Basin 8-1 Alternative – OCWD Management Area*. As detailed above, the Proposed Modified Project would incorporate 2021 IS/MND Standard Conditions SC-WQ-1 through WQ-3 to implement construction and operational BMPs that would ensure water quality is not degraded or altered, that receiving waters do not exceed water quality objectives, and that the beneficial uses of receiving waters are not impaired. As such, the Proposed Modified Project would not result in water quality impacts that would conflict with the Santa Ana RWQCB Basin Plan. Similar to the Approved Project, if dewatering is required during construction, any groundwater that is extracted would be minimal and would not interfere with the sustainable management of the Coastal Plain of the Orange County Groundwater Basin. Additionally, operation of the Proposed Modified Project would not require groundwater extraction. Further, proposed landscaping would be the only Project feature that would require water use and this use would not substantially increase water use compared to existing conditions. Overall, impacts would be less than significant and would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

SC-WQ-1 Construction General Permit. Prior to commencement of construction activities, the City of Yorba Linda shall obtain coverage under the *National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit)*, NPDES No. CAS000002, Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and Order No. 2012-0006-DWQ, or any other subsequent permit. This shall include submission of Permit Registration Documents (PRDs), including permit application fees, a Notice of

³ City of Yorba Linda, 2016 *Yorba Linda General Plan Draft Environmental Impact Report*, May 2016.

Intent (NOI), a risk assessment, a site plan, a Stormwater Pollution Prevention Plan (SWPPP), a signed certification statement, and any other compliance-related documents required by the permit, to the State Water Resources Control Board via the Stormwater Multiple Application and Report Tracking System (SMARTS). Construction activities shall not commence until a Waste Discharge Identification Number (WDID) is obtained for the project from the SMARTS. The construction contractor shall comply with all applicable requirements specified in the Construction General Permit, including but not limited to, preparation of a SWPPP and implementation of construction site Best Management Practices (BMPs) to address all construction-related activities, equipment, and materials that have the potential to impact water quality for the appropriate risk level identified for the project. The SWPPP shall identify the sources of pollutants that may affect the quality of stormwater and shall include BMPs (e.g., Sediment Control, Erosion Control, and Good Housekeeping BMPs) to control the pollutants in stormwater runoff. Construction Site BMPs shall also conform to the requirements specified in the latest edition of the Orange County Stormwater Program *Construction Runoff Guidance Manual for Contractors, Project Owners, and Developers* to control and minimize the impacts of construction and construction-related activities, materials, and pollutants on the watershed. Upon completion of construction activities and stabilization of the project area, a Notice of Termination shall be submitted via SMARTS.

SC-WQ-2 Groundwater Dewatering Permits. If groundwater dewatering is required during excavation activities, the City of Yorba Linda shall obtain coverage under the *General Waste Discharge Requirements for Discharges to Surface Waters that Pose an Insignificant (De Minimus) Threat to Water Quality* (Order No. R8-2009-0003, NPDES No. CAG998001) covers discharges to surface waters that pose an insignificant (de minimus) threat to water quality within. This shall include submission of a Notice of Intent (NOI) for coverage under the permit to the Santa Ana Regional Water Quality Control Board (RWQCB) at least 45 days prior to the start of dewatering. Groundwater dewatering activities shall comply with all applicable provisions in the permit, including water sampling, analysis, treatment (if required), and reporting of dewatering-related discharges. Upon completion of groundwater dewatering activities, a Notice of Termination shall be submitted to the Santa Ana RWQCB.

SC-WQ-3 Water Quality Management Plan. Prior to initiation of construction, the City of Yorba Linda shall prepare a Final Water Quality Management Plan (WQMP) in compliance with the *Waste Discharge Requirements for the County of Orange, Orange County Flood Control District and the Incorporated Cities of Orange County within the Santa Ana Region Areawide Urban Storm Water Runoff Orange County* (North Orange County MS4 Permit), Order No. R8-2009-0030, NPDES No. CAS618030 (as amended by Order No. R8-2010-0062). The Final WQMP shall be prepared consistent with the requirements of the *Model Water Quality Management Plan (WQMP)* (County of Orange 2011), *Technical Guidance Document for the Preparation of Conceptual/Preliminary and/or Project Water Quality Management Plans (WQMPs)* (County of Orange 2013), the City of Yorba Linda *Local Implementation Plan (LIP)* (2010), and *Managing Wet Weather with Green Infrastructure Municipal Handbook Green Streets* (EPA 2008), or subsequent guidance manuals. The Final WQMP shall specify the BMPs to be incorporated into the project design to target pollutants of concern in runoff from

the project area. The BMPs specified in the Final WQMP shall be incorporated into the final project design.

- SC-WQ-4 Final Drainage Report. Prior to issuance of grading permits, the City of Yorba Linda shall prepare a Final Drainage Report. The Final Drainage Report shall be prepared consistent with the requirements of the Orange County Hydrology Manual (Orange County Environment Agency 1986) and Orange County Hydrology Manual Addendum No. 1 (Orange County Environment Agency 1996), or subsequent guidance manuals. The Final Drainage Report shall confirm that the on-site storm facilities are appropriately sized to accommodate stormwater runoff from the design storm and that the downstream storm drain facilities have adequate capacity to accommodate the increase in stormwater runoff from the project area. The drainage facilities specified in the Final Drainage Report shall be incorporated into the final project design.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

None.

New Mitigation Measures

No new mitigation measures are required.

4.11 LAND USE AND PLANNING

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Physically divide an established community?			✓	
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

Approved Project Findings: During construction of the Approved Project, temporary construction easements (TCE)s would be required for staging areas and access, but would not restrict vehicular, pedestrian, or bicyclist access to residential, commercial, or recreational areas. While partial closures and/or detours along the Santa Ana Rive Trail (SART) would be required, implementation of a Transportation Management Plan (TMP) per 2021 IS/MND Mitigation Measure TR-1 would be required in order to notify SART users of such closures and detours and provide appropriate signage. Once operational, the Approved Project would improve intersection operations along Yorba Linda Boulevard and promote multimodal transportation by adding bicycle and pedestrian facilities. With implementation of 2021 IS/MND Mitigation Measure TR-1 the Approved Project would not physically divide a community and impacts would be less than significant.

The 2021 IS/MND determined that implementation of the Approved Project roadway improvements would be consistent with the General Plan Circulation Element and would not result in significant level of service (LOS) impacts under the City's traffic guidelines. Additionally, bicycle and pedestrian facilities would be consistent with the OC Foothills Bikeways Strategy, and collectively, all proposed improvements under the Approved Project would not conflict with any plans applicable to the land within the Project limits. The 2021 IS/MND concluded that no impact would occur regarding inconsistency with any applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

Proposed Modified Project:

(a) As shown in Exhibit 5, the Proposed Modified Project roadway improvements would require permanent public utility and roadway easements as well as TCEs at Assessor's Parcel Numbers (APNs) 352-112-03 (Staples), 352-112-04 (PetSmart), 352-113-01, 352-113-02 (Sprouts), and 352-117-01, -02, -03 (Taco Bell). In total, the roadway improvements would require approximately 16,725 square feet in permanent right-of-way acquisition, and require approximately 31,916 square feet for temporary construction easements. These easements may result in temporary impacts to driveway access for local businesses during construction. Additionally, short-term construction activities may require temporary partial lane closures along Project roadways, restricting access for motorists, and potentially resulting in temporary effects to the existing circulation system within Savi Ranch. As such, and similar to the Approved Project, 2021 IS/MND Mitigation Measure TR-1 would be implemented to require a TMP during construction in order to reduce temporary impacts along roadways. The TMP would include construction signage, pedestrian and bicyclist protection, construction vehicle routing plans, and alternative routes for motorists. The Proposed Modified Project would not result in additional or new temporary or permanent impacts to the SART. Following construction, the Proposed Modified Project would

provide roadway improvements and pedestrian and bicycle facilities that would enhance connectivity in the Savi Ranch area. As such, impacts would be less than significant with implementation of 2021 IS/MND Mitigation Measure TR-1, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(b) While the Proposed Modified Project presents minor design modifications to the Approved Project, the overall objectives would not change. As such, the Proposed Modified Project would be consistent with the General Plan Circulation Element and OC Foothills Bikeways Strategy. Additionally, the proposed roadway improvements would be consistent with the Orange County Transportation Authority (OCTA) *Master Plan of Arterial Highways* (MPAH), and the proposed multiuse trail improvements are consistent with the Southern California Association of Governments' (SCAG) *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) and align with the preferred land use plan outlined in the *Vision for Savi Ranch Land Use and Mobility Plan*. Further, as a transportation improvement project, the Proposed Modified Project would not result in any land use changes that would conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, no impact would occur, and the level of impact would not increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

None.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

Refer to Mitigation Measure TR-1.

New Mitigation Measures

No new mitigation measures are required.

4.12 MINERAL RESOURCES

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			✓	
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			✓	

Approved Project Findings: The 2021 IS/MND concluded that, while portions of the Approved Project over the Santa Ana River would encroach into a Mineral Resource Zone 2 (MRZ-2), which is a zone classified by the State Geologist through the California Geological Survey (CGS) as having significant mineral deposits present, or likely to be present, there are no active quarries in the City. Additionally, no mineral resource extraction or processing activity would occur as result of construction or operation of the Approved Project. As such, it was determined that the Approved Project would not result in the loss of a valuable commercial or locally important mineral resource, and would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impacts would occur.

Proposed Modified Project:

(a)-(b) The expanded Proposed Modified Project site does not include any area within the Santa Ana River, and is not located within an MRZ classified as having or likely to have known mineral deposits. Further, operation of the Proposed Modified Project would not involve mineral resource extraction or processing activities. No impacts to mineral resources would occur, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

None.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

None.

New Mitigation Measures

No new mitigation measures are required.

4.13 NOISE

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b. Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓	

Approved Project Findings: Short-term construction noise would be produced by construction/earthwork activities, construction crew commutes and the transport of construction equipment and materials along Yorba Linda Boulevard to and from the Project site; the 2021 IS/MND determined that construction-related traffic noise would be less than significant given that existing traffic noise levels along Yorba Linda Boulevard would not increase to a level perceptible to the human ear in an outdoor environment. Short-term noise produced by construction equipment would vary depending on the type of equipment being used and phase of construction activity being conducted. Based on distance from the nearest sensitive receptors and estimated increases in ambient noise levels, the 2021 IS/MND concluded that adherence to the City's construction hour limitations and compliance with 2021 IS/MND Regulatory Compliance Measure RC-N-1 would minimize construction equipment noise and impacts would be less than significant. Similarly, noise modeling conducted for the 2021 IS/MND determined that short-term construction impacts related to ground-borne vibration or ground-borne noise would be less than significant and no mitigation measures are required.

Regarding operational noise, the 2021 IS/MND determined that, assuming Citywide buildout in alignment with the General Plan Buildout (2035) scenario, Project-related traffic noise increase would not be significantly audible at sensitive receptors due to existing traffic noise, particularly along SR-91, as well as Santa Ana Canyon Road and Savi Ranch Parkway. Regarding potential vibration effects, the Approved Project would include new asphalt pavement with proper maintenance and, as a result, there would be no potholes, bumps, or other discontinuities in the road surface that would generate ground-borne vibration or noise impacts from vehicular traffic traveling on Yorba Linda Boulevard. Impacts were determined to be less than significant.

The closest airports to the Approved Project limits are the Fullerton Municipal Airport and John Wayne Airport, which are located approximately 10.6 miles west and 12.4 miles southwest of the Approved Project, respectively. As such, it was determined that no impacts would occur related to exposing people to excessive airport noise.

Proposed Modified Project: The following analysis is based on the *Noise Technical Memorandum, Savi Ranch Parkway Widening/Connect Savi Ranch Project* (Noise Memo),

prepared by Terry A. Hayes Associates Inc. and dated July 9, 2025, that was prepared for the Modified Project; refer to Attachment H, Noise Memorandum.

(a)-(b) The Proposed Modified Project would represent an extension of the Approved Project in terms of construction methods, phasing, and equipment, as well as anticipated construction noise. However, construction activities associated with the Proposed Modified Project would not require a pile driver or substantial earthwork equipment given the scope and nature of the improvements. Construction activities associated with the Proposed Modified Project would typically occur within the roadway right-of-way and would not occur directly adjacent to sensitive uses. Additionally, the multi-use trail improvements along Old Canal Road would require minor construction work and would typically be quieter than the roadway work occurring along Savi Ranch Parkway, Yorba Linda Boulevard, and Mirage Street. Additionally,

According to the Noise Memo prepared for the Proposed Modified Project, construction equipment would generate noise levels ranging from 70.3 to 81.9 A-weighted decibels (dBA) maximum sound level (L_{max}) at a distance of 50 feet. The Proposed Modified Project would implement 2021 IS/MND Regulatory Compliance Measure RC-N-1, which defines construction hours and scheduling, requires internal combustion engines in construction equipment to include the manufacturer-recommended muffler, and regulates construction staging locations relative to sensitive receptors. Given the nature of the Proposed Modified Project, impacts related to ground-borne vibration during construction would be similar to or reduced compared to the Approved Project. Following adherence to 2021 IS/MND Regulatory Compliance Measure RC-N-1, short-term noise impacts would be less than significant.

Similar to the Approved Project, the Proposed Modified Project would not result in additional vehicle trips compared to existing conditions; as such it is not anticipated that significant long-term traffic noise or vibration impacts would occur due to Project implementation.

Accordingly, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(c) There are no public/public use airports or private airstrips in the general vicinity of the Proposed Modified Project; the nearest airports are Fullerton Municipal Airport and John Wayne Airport, which are located approximately 13 miles west and 14.6 miles southwest of the Proposed Modified Project site, respectively. Thus, the Proposed Modified Project would not expose people residing or working in the Project area to excessive airport noise levels. No impacts would occur in this regard, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

None.

2021 IS/MND Regulatory Compliance Measures

RC-N-1 Noise Ordinance Compliance. The following conditions would apply to ensure compliance with applicable noise ordinances and to minimize noise related to temporary construction activities:

- The construction contractor shall limit construction activities to between the hours of 7:00 a.m. and 7:00 p.m. weekdays, including Saturdays. No construction activities shall be permitted outside these hours and any time on Sunday or a federal holiday.
- During all project site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and most noise-sensitive receptors nearest the project site during all project construction.
- The construction contractor shall place all stationary construction equipment so that the emitted noise is directed away from the sensitive receptors nearest the project site.

2021 IS/MND Mitigation Measures

None.

New Mitigation Measures

No new mitigation measures are required.

4.14 POPULATION AND HOUSING

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			✓	

Approved Project Findings: The 2021 IS/MND determined that, as the Approved Project consists of roadway improvements as well as pedestrian and bicycle improvements along existing roadways, and does not include the development of new housing or businesses, it is not anticipated that Project implementation would result in direct or indirect population growth and the Approved Project would not displace or replace existing people or housing. The proposed roadway improvements would address existing operational roadway deficiencies and would not result in induced traffic demand or additional vehicle trips resulting in substantial growth. No impacts regarding population and housing would occur.

Proposed Modified Project:

(a)-(b) Similar to the Approved Project, the Proposed Modified Project would include transportation improvements, including intersection modifications, roadway widening, and pedestrian and bicycle facility enhancements, to improve operational roadway deficiencies and provide multimodal transportation facilities on-site. No growth-inducing features or land use changes are proposed as part of the Proposed Modified Project, and no increase in vehicle trips is anticipated. No impacts would occur in this regard, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

None.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

None.

New Mitigation Measures

No new mitigation measures are required.

4.15 PUBLIC SERVICES

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

Approved Project Findings: Construction of the Approved Project may require temporary lane closures and speed reductions that could affect the movement of traffic through the Project limits and potentially affect the ability of fire and police protection service providers to maintain continuous and adequate emergency access and response on-site and in the Project vicinity. As such, 2021 IS/MND Mitigation Measure TRA-1 would require implementation of a TMP in cooperation with fire and police protection service providers, which would allow these emergency service providers to provide input on the various provisions to ensure continuous and adequate emergency access within the Project limits during the construction process. Once in operation, the proposed roadway improvements are anticipated to improve traffic operations, which could result in a beneficial impact on emergency service response times. Overall, operation of the Approved Project would not generate demand for fire or police protection services, and with implementation of 2021 IS/MND Mitigation Measure TRA-1, impacts would be less than significant.

The Approved Project would provide transportation improvements and would not include the development of land uses that would directly or indirectly result in population growth. As such, the 2021 IS/MND determined that the Approved Project would not generate increased demand for schools, parks, or other public facility services such as libraries. No new facilities or expanded facilities would be required and no impacts would occur in this regard.

Proposed Modified Project:

(a) Similar to the Approved Project, the Proposed Modified Project would include transportation improvements, including intersection modifications, roadway widening, and pedestrian and bicycle facility enhancements, to improve operational roadway deficiencies and provide multimodal transportation facilities on-site. No growth-inducing features or land uses would be included as part of the Proposed Modified Project, and therefore, similar to the Approved Project, it is not anticipated that school, park, or library services would be impacted.

The Proposed Modified Project would incorporate a TMP during construction in accordance with the 2021 IS/MND Mitigation Measure TR-1 in order to ensure that fire and police protection service providers are able to continue to provide emergency services to the Project site and surrounding

area. Similar to the Approved Project, once in operation, the roadway improvements under the Proposed Modified Project are anticipated to improve traffic operations, which could result in a beneficial impact on emergency service response times. With implementation of 2021 IS/MND Mitigation Measure TRA-1, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

None.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

Refer to Mitigation Measure TR-1.

New Mitigation Measures

No new mitigation measures are required.

4.16 RECREATION

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

Approved Project Findings: The Approved Project would provide transportation improvements and would not include the development of land uses that would directly or indirectly result in population growth. As such, the 2021 IS/MND determined that the Approved Project would not increase the use of existing parks or recreational facilities. Proposed bicycle and pedestrian improvements would provide enhanced safety and connectivity for existing users along Project roadways, but would not introduce a new SART connection that would increase SART ridership. Overall, impacts would be less than significant.

While partial closures and/or detours along the SART would be required during construction of the Approved Project, implementation of a TMP would be required in order to notify SART users of such temporary closures and detours and provide appropriate signage (2021 IS/MND Mitigation Measure TR-1). Construction would be short-term and full access would be restored, and the SART facility would be returned to existing conditions once Project construction is complete. Impacts would be less than significant with mitigation incorporated.

Proposed Modified Project:

(a)-(b) Similar to the Approved Project, the Proposed Modified Project does not propose any land use changes or Project features that would result in population growth. Thus, the Project would not increase the use of the City's parks and recreational facilities. Similar to the Approved Project, the Proposed Modified Project would provide a beneficial impact by installing bicycle and pedestrian improvements that would enhance safety and connectivity for existing users along Project roadways. The Proposed Modified Project would not include any improvements affecting the SART, and thus would not increase or result in new impacts the SART during Project construction or operation. Impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

None.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

None.

New Mitigation Measures

No new mitigation measures are required.

4.17 TRANSPORTATION

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?			✓	
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			✓	
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
d. Result in inadequate emergency access?			✓	

Approved Project Findings: The 2021 IS/MND determined that the proposed roadway improvements would be consistent with the roadway designations under the City's General Plan Circulation Element as well as the Orange County Transportation Authority (OCTA) Master Plan of Arterial Highways (MPAH), and would be consistent with the City's traffic study guidelines for level of service (LOS) intersection performance. While partial closures and/or detours along the SART would be required during construction, implementation of a TMP would be required in order to notify SART users of such temporary closures and detours and provide appropriate signage (2021 IS/MND Mitigation Measure TR-1). Detours and closures would be short-term and full access would be restored and the SART facility would be returned to existing conditions once Project construction is complete. Impacts would be less than significant with mitigation incorporated and the Approved Project would not conflict with any program, plans, ordinances, or policies addressing the circulation system, including transit, bicycle, and pedestrian facilities.

As the City does not have a threshold of significance regarding vehicle miles traveled (VMT) for transportation projects, the Governor's Office of Planning and Research's (now referred to as the Governor's Office of Land Use and Climate Innovation, or LCI) *The Technical Advisory on Evaluating Transportation Impacts in CEQA* was utilized in the 2021 IS/MND transportation analysis. Accordingly, projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis, include:

- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit.

The Approved Project was found to substantially conform to the examples of an auxiliary lane less than one mile in length (970 feet) and the addition of roadway capacity (for 400 feet) that also improves conditions for cyclists (addition or extension of two Class I Bike Paths and an improved connection between the SART and Savi Ranch). In addition, it was determined that the Approved

Project would not lead to a substantial increase in vehicle travel, would not require an induced travel analysis, and would be presumed to have a less than significant transportation impact.

The Approved Project would not introduce geometric design features that would be hazardous or create incompatible uses on-site. Construction of the Approved Project may require temporary lane closures and speed reductions that could result in temporary hazards for the traveling public or affect emergency access and response times on-site and within the Project vicinity. However, 2021 IS/MND Mitigation Measure TRA-1 would require implementation of a TMP, which would include various provisions to ensure continuous and adequate emergency access and response times on-site and within the Project vicinity during the construction process. The TMP would include, but not be limited to, measures such as construction signage, pedestrian protection, limitations on timing for lane closures to avoid peak hours, temporary striping plans, identification of alternate bus stops during potential short-term bus stop closures, construction vehicle routing plans, and the need for a construction flagperson to direct traffic during heavy equipment use. The Approved Project would improve intersection operations and reduce queuing lengths, which would also facilitate improved emergency response times, resulting in long-term operational benefits. Overall, impacts were determined to be less than significant following implementation of 2021 IS/MND Mitigation Measure TR-1.

Proposed Modified Project:

(a) Within the Proposed Modified Project limits, the OCTA MPAH designates Yorba Linda Boulevard as a Major arterial, Savi Ranch Parkway as a Primary arterial, and Old Canal Road as a Collector; Mirage Street is not identified in the MPAH. Currently, there are no dedicated bicycle facilities along roadways within the Proposed Modified Project Site. The Proposed Modified Project would incorporate additional roadway improvements, including intersection modifications and roadway widening to enhance the circulation system around Savi Ranch. Additionally, the Proposed Modified Project includes a new multi-use path along Savi Ranch Parkway, Mirage Street, and Old Canal Road, thus improving opportunities for active transportation in the Project area and enhancing safety for bicyclists and pedestrians. The proposed roadway improvements would be consistent with the OCTA MPAH and the General Plan Circulation Element, and the proposed multi-use trail improvements would align with the preferred land use plan outlined in the Savi Ranch Vision Plan by providing Class I and Class IV facilities to and within Savi Ranch. Short-term construction activities may require temporary partial lane closures along Project roadways, and temporary construction easements to facilitate the construction of the proposed roadway widening, lane reconfiguration, and multi-use trail improvements; refer to Exhibit 5. However, a TMP would be implemented to reduce construction-related effects (2021 IS/MND Mitigation Measure TR-1); thus, with implementation of 2021 IS/MND Mitigation Measure TR-1, impacts would be reduced to a less than significant level.

Upon completion of the Proposed Modified Project, the roadway improvements would improve the circulation system around Savi Ranch as it would better facilitate site ingress and egress, address operational issues related to queuing, and improve mobility near high-volume freeway ramps and interchanges near the state highway system. Sidewalk improvements would occur along Yorba Linda Boulevard and Mirage Street, providing improved pedestrian circulation in the area. Additionally, the proposed multi-use trail would provide additional opportunities for alternative modes of transportation, improving overall circulation. As such, with implementation of 2021 IS/MND Mitigation Measure TR-1, the Proposed Modified Project would not conflict with any program, plans, ordinances, or policies addressing the circulation system, including transit, bicycle, and pedestrian facilities. The level of impact would not substantially increase from that identified

in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(b) The Proposed Modified Project would include minor modifications to the Approved Project that would provide enhanced mobility for all modes of transportation within the Project area. The Proposed Modified Project would provide roadway improvements that would improve localized intersection movements providing ingress/egress for Savi Ranch, and bicycle/pedestrian improvements that would provide beneficial impacts related to active transportation. Similar to the findings of the 2021 IS/MND, when combining these project modifications with the Approved Project, the Proposed Modified Project would continue to substantially conform to the LCI's definition of a project that would not likely lead to a substantial or measurable increase in vehicle travel. Specifically, it would continue to provide the addition of an auxiliary lane of less than one mile in length designed to improve roadway safety, and it would also include the addition of roadway capacity on local or collector streets that would also substantially improve conditions for pedestrians and cyclists. As such, and similar to the Approved Project, the Proposed Modified Project would not lead to a substantial increase in vehicle travel and would be presumed to have a less than significant transportation impact. The level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

(c)-(d) Similar to the Approved Project, the Proposed Modified Project would require a TMP (2021 IS/MND Mitigation Measure TR-1) during construction in order to reduce impacts related to temporary hazards and emergency services. Once in operation, the Proposed Modified Project would not introduce geometric design features that would be hazardous or create incompatible uses within the Project limits. The Proposed Modified Project would improve intersection operations and increase queuing storage, which could also facilitate improved emergency response times, resulting in long-term operational benefits. Thus, with implementation of 2021 IS/MND Mitigation Measure TR-1, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

None.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

TR-1 Traffic Management Plan (TMP). Prior to the initiation of construction, the City of Yorba Linda City Engineer shall ensure that a Traffic Management Plan (TMP) has been prepared for the proposed project in coordination with the City of Anaheim City Engineer and the County of Orange County Engineer. The City of Yorba Linda Engineer shall also coordinate with OCFA, Anaheim Fire and Rescue, the City of Anaheim Police Department, and the City of Yorba Linda Police Department for measures related to emergency access. The TMP shall include measures to minimize the potential safety impact during the short-term construction process, when partial lane closures may be required. It shall include measures such as construction signage, detour routes and signage, pedestrian and bicyclist protection, limitations on timing for lane closures to

avoid peak hours, temporary striping plans, identification of alternate bus stops during potential short-term bus stop closures, construction vehicle routing plans, and the need for a construction flagperson to direct traffic during heavy equipment use. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

New Mitigation Measures

No new mitigation measures are required.

4.18 TRIBAL CULTURAL RESOURCES

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

Approved Project Findings: The 2021 IS/MND determined that no historic resources listed or eligible for listing in a State or local register of historic resources are located within the Approved Project site. Therefore, no impacts related to historic tribal cultural resources defined in Public Resources Code Section 5020.1(k) would occur in this regard.

The City distributed letters to potentially affected Native American tribes which have cultural or traditional affiliation with the Approved Project site in accordance with Assembly Bill (AB) 52 requirements on April 13, 2020. The tribes were given a total of 53 days to respond and no responses were received. Therefore, no known tribal cultural resources have been identified and no impacts to known tribal cultural resources are anticipated. Nonetheless, 2021 IS/MND Standard Condition SC-CUL-1 would ensure that in the event unknown cultural resources, including archaeological and tribal cultural resources are discovered during ground-disturbing activities, appropriate measures would be taken. Compliance with Section 5097.9 of the California Public Resources Code as required in 2021 IS/MND Regulatory Compliance measure RC-CUL-1 would preclude potential impacts to human remains and associated funerary objects. Following compliance with 2021 IS/MND Standard Condition SC-CUL-1 and Regulatory Compliance measure RC-CUL-1, it was determined that Approved Project impacts to tribal cultural resources would be less than significant.

Proposed Modified Project: The following analysis is based on the *Archeological Survey Report (ASR) for the Savi Ranch Parkway Widening and Connect Savi Ranch Project. City of Yorba Linda, Orange County, California* (ASR), prepared by Cogstone Resource Management, and dated October 2025, that was prepared for the Proposed Modified Project.

(a) AB 52 states that prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project, a lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic

area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation. As this environmental document (i.e., an Addendum) is not a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report, AB 52 consultation was not conducted for the Proposed Modified Project by the City.

However, it should be noted that Native American consultation was conducted for the Proposed Modified Project by the California Department of Transportation, District 12 (Caltrans) through their role as lead agency under the National Environmental Policy Act (NEPA) under Section 106 of the National Historic Preservation Act. As part of this process, which is summarized in the ASR, a Sacred Lands File (SLF) search was requested from the Native American Heritage Commission (NAHC) and was completed with negative results within the Area of Potential Effect (APE) for the Proposed Modified Project. The NAHC provided contact information for 28 Native tribal organizations and individuals that may have more information about the APE. Tribal consultation letters were sent by Caltrans to the NAHC list of tribes requesting information related to cultural resources or heritage sites within the APE. Eight responses, including five requests for consultation and three tribes deferring the project to the local tribes were received.

Based on Caltrans' tribal consultations, numerous conditions were identified to minimize impacts to potential tribal cultural resources. Due to the presence of precontact cultural resources in proximity to the APE, and given that archeological resource P-30-001067 (CA-ORA-1067) has not been fully tested and has yielded artifacts in previous excavations, in addition to 2021 IS/MND Standard Condition SC-CUL-1, the Proposed Modified Project would incorporate Proposed Modified Project Standard Conditions SC-CUL-2 and SC-CUL-3 during construction. Proposed Modified Project Standard Condition SC-CUL-2 establishes that an Environmentally Sensitive Area (ESA) exists within the APE, and Proposed Modified Project Standard Condition SC-CUL-3 requires that an ESA fence be delineated on Project Plans so that no construction work shall be permitted within the fencing in order to prevent the inadvertent discovery of cultural resources. No impacts to tribal cultural resources are anticipated during operation of the Proposed Modified Project. Upon implementation of 2021 IS/MND Standard Condition SC-CUL-1 and Proposed Modified Project Standard Conditions SC-CUL-2 and SC-CUL-3, impacts would be less than significant, and would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

Refer to Standard Condition SC-CUL-1.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

None.

Proposed Modified Project Standard Conditions

Refer to Standard Conditions SC-CUL-2 and SC-CUL-3.

4.19 UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?			✓	
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e. Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?			✓	

Approved Project Findings: The 2021 IS/MND determined that water usage on site during both construction and operation of the Approved Project would be negligible and would fall within Yorba Linda Water District's (YLWD) and the City of Anaheim Public Utilities Department's existing capacity and available supply. A Final Water Quality Management Plan (WQMP) would be prepared for the Approved Project in compliance with the Orange County Flood Control District (OCFCD) MS4 Permit. Adherence to the Final WQMP, including operational BMPs, would minimize impacts related to surface water runoff. Therefore, the Approved Project would not exceed the capacity of downstream stormwater drainage facilities or cause the expansion of existing facilities. Impacts to stormwater drainage facilities would be less than significant.

Neither construction nor operation of the Approved Project would require additional wastewater, natural gas, electrical, or telecommunication facilities as compared to existing conditions. Underground utilities, such as water conveyance systems, telecommunication lines, electrical facilities, and natural gas lines, would be protected in place to the extent possible, and would be relocated within the Project limits, if necessary. Relocations would not result in a service disruption and all connections would remain intact. Furthermore, as operation of the Approved Project would not result in additional habitable structures, or other land uses that would generate demand for utilities, the levels of service to existing off-site receivers of the above-mentioned utilities would not be adversely affected.

The 2021 IS/MND concluded that construction of the Approved Project is not anticipated to result in a significant production of solid waste that would exceed the daily available capacity at the Olinda Alpha Landfill; therefore, the Approved Project would not result in an impact related to City, State, or federal statutes and regulations related to solid waste. Additionally, the minimal solid waste produced during construction and maintenance of the Approved Project would not impair the attainment of solid waste reduction goals. Overall, impacts pertaining to utilities and service systems would be less than significant.

Proposed Modified Project:

(a)-(e) As discussed in Section 4.14, *Population and Housing*, the Proposed Modified Project would not directly or indirectly result in population growth that could increase demand on utilities and service systems. For utility relocation or modification, coordination with all utility providers would be required in order to prevent disruption of services and to protect-in-place existing lines, to the extent feasible. Similar to the Approved Project, water usage on site during both construction and operation would be negligible; connections to existing water lines would be required for landscape irrigation. The Proposed Modified Project would incorporate operational BMPs per the Final WQMP prepared as part of the OCFCD MS4. Additionally, and similar to the Approved Project, neither construction nor operation of the Approved Project would require additional wastewater, natural gas, electrical, or telecommunication facilities as compared to existing conditions. Further, it is not anticipated that solid waste generation from the Proposed Modified Project would increase significantly compared to the Approved Project; therefore, Olinda Alpha Landfill would have intake capacity and the Proposed Modified Project would not result in an impact related to City, State, or federal statutes and regulations related to solid waste. As such, impacts would be less than significant, and the level of impact would not substantially increase from that identified in the 2021 IS/MND. No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

None.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

None.

New Mitigation Measures

No new mitigation measures are required.

4.20 WILDFIRE

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

Approved Project Findings: The 2021 IS/MND determined that a portion of the Project limits that extend east of Yorba Linda Boulevard along La Palma Avenue is located in a Very High Fire Hazard Severity Zone (VHFHSZ). As part of 2021 IS/MND Mitigation Measure TR-1, the TMP would require that the City coordinate with emergency service providers to ensure evacuation routes would be maintained or detours identified during the construction period of the Approved Project in the event of a wildfire. Operation of the Approved Project would improve traffic operations along Weir Canyon Road, Santa Ana Canyon Road, Yorba Linda Boulevard, and La Palma Avenue. Therefore, no emergency response plans or evacuation routes would be impaired in the long term.

As the Approved Project does not include any habitable structures, implementation of the Approved Project would not expose any occupants to pollutant concentrations from a wildfire or require the installation or maintenance of additional infrastructure that may exacerbate fire risk.

While portions of the Approved Project limits are within a landslide zone, no grading or ground disturbance would occur within these areas; as such no increased risk of downslope or downstream flooding, or landslides as a result of runoff or post-fire slope instability, would occur.

Proposed Modified Project:

(a)-(d) The Proposed Modified Project Site is not located within a VHFHSZ; therefore, no impact would occur in this regard, and the level of impact would not substantially increase from that identified in the 2021 IS/MND.⁴ No new impacts have been identified and no new mitigation measures are required.

2021 IS/MND Standard Conditions

None.

⁴ City of Yorba Linda, *Map Yorba Linda Live*, <https://webgis.yorbalindaca.gov/portal/home/item.html?id=e4bda1029e5145e09a9713fef1ec4ccf>, accessed November 2025.

2021 IS/MND Regulatory Compliance Measures

None.

2021 IS/MND Mitigation Measures

None.

New Mitigation Measures

No new mitigation measures are required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the project:</i>	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			✓	
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

Approved Project Findings: The 2021 IS/MND determined that, with implementation of 2021 IS/MND Regulatory Compliance Measures RC-BIO-1 through RC-BIO-5, Standard Conditions SC-BIO-1 and SC-BIO-2, and Mitigation Measures BIO-1 through BIO-12 regarding biological resources; 2021 IS/MND Standard Condition SC-CUL-1 and Regulatory Compliance Measure RC-CUL-1 regarding cultural and tribal cultural resources; and 2021 IS/MND Mitigation Measures PAL-1, PAL-2, and PAL-3 regarding paleontological resources, the Approved Project would not eliminate important examples of the major periods of California history or prehistory, and impacts would be less than significant with mitigation incorporated.

In addition to the Standard Conditions, Regulatory Compliance Measures, and Mitigation Measures listed above, the 2021 IS/MND determined that with adherence to all other conditions and measures listed in the 2021 IS/MND, the Approved Project would not result in any significant and unavoidable environmental impacts. These conditions and measures, at the project-level, would reduce the potential for the incremental effects of the Approved Project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects as it was determined that no cumulative projects would occur within or adjacent to the Project limits.

Overall, the 2021 IS/MND found that the Approved Project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, following conformance with the existing regulatory framework and mitigation measures related to aesthetics, air quality, noise, hazards and hazardous materials, and traffic; rather, as a roadway improvement, Project features would be designed to meet the needs of humans. Impacts would be less than significant.

Proposed Modified Project:

(a) As analyzed above, implementation of the Proposed Modified Project would not substantially degrade the quality of the environment. As discussed in Section 4.4, *Biological Resources*, 2021 IS/MND Mitigation Measure BIO-2 would require that the Construction Contractor enforce best management practices (BMPs) to prevent the introduction and spread of invasive species within the Project area during construction activities, while 2021 Standard Conditions SC-WQ-1 and SC-WQ-3 would require issuance of a National Pollutant Discharge Elimination System (NPDES) Construction General Permit and preparation/implementation of a Stormwater Pollution Prevention Program (SWPPP) in order to reduce impacts to aquatic resources. Adherence to 2021 IS/MND Mitigation Measure BIO-2 and Standard Conditions SC-WQ-1 and SC-WQ-3 would ensure that construction impacts to the Santa Ana River, and consequently the threatened Santa Ana sucker, would be reduced to less than significant, and the level of impact would not increase from that identified in the 2021 IS/MND. Regarding native birds and raptors within the Project area, 2021 IS/MND Regulatory Compliance Measure RC-BIO-3 would require a pre-construction nesting bird clearance survey prior to the start of construction or ground disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat during implementation of the Proposed Modified Project. Similarly, the Proposed Modified Project would be subject to 2021 IS/MND Regulatory Compliance Measure RC-BIO-4 as it relates to tree replacement and preservation, as well as 2021 IS/MND Standard Condition SC-BIO-1 as it relates to the restoration of temporary impacts to native vegetation. With implementation of 2021 IS/MND Regulatory Compliance Measures RC-BIO-3 and RC-BIO-4, and Standard Condition SC-BIO-1, impacts to birds protected under the Migratory Bird Treaty Act and the California Fish and Game Code §§ 3503, 3503.5 and 3513 would be reduced to less than significant, and the level of impact would not increase from that identified in the 2021 IS/MND. As discussed in Section 4.5, *Cultural Resources*, a prehistoric archaeological site designated as P-30-001067 (CA-ORA-1067) has been recorded within the Area of Potential Effect (APE) of the Proposed Modified Project; Proposed Modified Project Standard Condition SC-CUL-2 establishes that an Environmentally Sensitive Area (ESA) exists at resource P-30-001067 (CA-ORA-1067), and Proposed Modified Project Standard Condition SC-CUL-3 would require that an ESA fence be delineated on Project Plans and that no construction work be permitted within the fencing. Additionally, for unanticipated cultural resources discovered outside of the ESA but within the APE, 2021 IS/MND Standard Condition SC-CUL-1 would ensure that for any finds over 50 years, construction work shall be stopped and the resource would be assessed by a professional archaeologist. Further, 2021 IS/MND Regulatory Compliance Measure RC-CUL-1 would be implemented in the event unanticipated human remains are discovered during Project construction. Following implementation of 2021 IS/MND Standard Condition SC-CUL-1 and Regulatory Compliance Measure RC-CUL-1, as well as Proposed Modified Project Standard Conditions SC-CUL-2 and SC-CUL-3, potential impacts to archaeological resources would be reduced to less than significant levels, and the level of impact would not increase from that identified in the 2021 IS/MND. As discussed in Section 4.7, *Geology and Soils*, 2021 IS/MND Mitigation Measures PAL-1 would require the development of a Paleontological Resources Impact Mitigation Program (PRIMP) by a Society of Vertebrate Paleontology (SVP) paleontologist to protect paleontological resources that may exist within the project limits, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of ground disturbance. 2021 IS/MND Mitigation Measures PAL-2 would require that ground disturbance in deposits with high paleontological sensitivity be monitored by a qualified paleontological monitor following a PRIMP; in the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and the paleontologist shall be contacted to assess the find and determine the appropriate actions. 2021 IS/MND Mitigation Measures PAL-3 would require that the PRIMP results be compiled in a Findings Report. With the implementation of 2021 IS/MND Mitigation Measures PAL-1 through PAL-

3, potential impacts to paleontological resources would be reduced to less than significant levels, and the level of impact would not increase from that identified in the 2021 IS/MND.

As such, the Proposed Modified Project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. No new impacts are identified, and no new mitigation measures are required.

(b) The 2021 IS/MND concluded that implementation of the Approved Project would not result in any significant and unavoidable impacts in any environmental categories with implementation of mitigation measures; implementation of mitigation measures at the project-level would reduce the potential for the incremental effects of the Approved Project to be cumulatively considerable when viewed in connection with the effects of past projects, current projects, or probable future projects. Although the Proposed Modified Project proposes minor design modifications, the Proposed Modified Project would serve the same purpose as the Approved Project (i.e., transportation improvements), consistent with that previously analyzed in the 2021 IS/MND. Therefore, the Proposed Modified Project would not result in any new cumulative impacts not previously identified in the 2021 IS/MND, and the level of impact would not increase from that identified in the 2021 IS/MND.

(c) As demonstrated within the analysis throughout this Addendum, the Proposed Modified Project would not result in any new impacts or substantially increased impacts that would cause substantial adverse effects on human beings. Previous mitigation measures identified in the 2021 IS/MND remain feasible to minimize Project impacts.

2021 IS/MND Standard Conditions

Refer to Standard Conditions SC-BIO-1, SC-CUL-1, SC-WQ-1, and SC-WQ-3.

2021 IS/MND Regulatory Compliance Measures

Refer to Regulatory Compliance Measures RC-BIO-3, RC-BIO-4, and RC-CUL-1.

2021 IS/MND Mitigation Measures

Refer to Mitigation Measures BIO-2, PAL-1, PAL-2, and PAL-3.

Proposed Modified Project Standard Conditions

Refer to Standard Conditions SC-CUL-2 and SC-CUL-3.

5.0 DETERMINATION/ADDENDUM CONCLUSION

As detailed in the analysis presented above, this Addendum supports the conclusion that the proposed modifications to the Approved Project considered in the 2021 IS/MND constitute minor or technical changes and do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. No new information has become available and no substantial changes to the circumstances under which the Approved Project was being undertaken since the approval of the 2021 IS/MND has occurred. As identified in the 2021 IS/MND, with implementation of the recommended mitigation measures, the Approved Project would not result in significant environmental impacts. The Proposed Modified Project would not substantially increase the severity of these less than significant effects, nor would they provide new mitigation measures or alternatives that would substantially reduce these impacts.

6.0 ADDENDUM PREPARATION SOURCES/REFERENCES

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