

DRAFT

**INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION**

**YORBA LINDA BOULEVARD IMPROVEMENTS PROJECT –
FROM IMPERIAL HIGHWAY TO LAKEVIEW AVENUE**

YORBA LINDA, CALIFORNIA



October 2024

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FROM IMPERIAL HIGHWAY TO LAKEVIEW AVENUE**

YORBA LINDA, CALIFORNIA

Submitted to:

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Project No. 20231457



October 2024

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LIST OF ABBREVIATIONS AND ACRONYMS

AAQS	ambient air quality standards
AB	Assembly Bill
ADT	average daily traffic
AELUP	Airport Environs Land Use Plan
ALUC	Airport Land Use Commission
APN	Assessor's Parcel Number
AQ/GHG Memo	<i>Air Quality and Greenhouse Gas Emissions Technical Memorandum</i>
AQMP	Air Quality Management Plan
ASTM	American Society for Testing and Materials
Basin	South Coast Air Basin
Basin Plan	Water Quality Control Plan for the San Diego Basin
bgs	below ground surface
BMPs	Best Management Practices
BRA	<i>Biological Resources Assessment</i>
BTU	British thermal units
CA/T	Central Artery/Tunnel
CAAQS	California ambient air quality standards
CAL FIRE	California Department of Forestry and Fire Protection
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation

CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH ₄	methane
CHRIS	California Historical Resources Information System
CIDH	Cast-In-Drilled-Hole
City	City of Yorba Linda
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
Coastal Plan Basin	Coastal Plain of Orange County Groundwater Basin (also known as Basin 8-1)
CSUF	California State University, Fullerton
CWA	Clean Water Act
CWMP	Construction Waste Management Plan
DAMP	Drainage Area Management Plan
dB	decibels
dBA	A-weighted decibels

DOC	California Department of Conservation
DTSC	California Department of Toxic Substances Control
DWR	Department of Water Resources
EI	expansion index
EMS	emergency medical services
EO	Executive Order
FEMA	Federal Emergency Management Agency
FHSZ	fire hazard severity zones
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FRAP	Fire and Resources Assessment Program
ft	foot/feet
GHGs	Greenhouse Gases
GSAs	Groundwater Sustainability Agencies
GSPs	Groundwater Sustainability Plans
GWh	gigawatt-hours
GWP	Global Warming Potential
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
ICU	intersection capacity utilization
in/sec	inches per second
IRWD	Irvine Ranch Water District
IS/MND	Initial Study/Mitigated Negative Declaration
Kizh Nation	Gabrieleño Band of Mission Indians – Kizh Nation

L ₁₀	the noise level exceeded ten percent of the time during a stated period
L ₅₀	the noise level representing the median noise level
L ₉₀	the noise level exceeded 90 percent of the time during a stated time period
lbs/day	pounds per day
L _{dn}	day-night average noise level
LED	light-emitting diode
L _{eq}	equivalent continuous sound level
LID	Low Impact Development
LIP	Local Implementation Plan
LMAD	Landscaping Maintenance District
L _{max}	maximum noise level
L _{min}	minimum noise level
LOS	Level of Service
LRAs	Local Responsibility Areas
LSTs	localized significance thresholds
LUST	Leaking Underground Storage Tank
MAWA	Maximum Applied Water Allowance
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendant
MM	Mitigation Measure
MRZs	Mineral Resource Zones
MS4s	Municipal Separate Storm Sewer Systems
MT CO ₂ e	metric tons of “CO ₂ equivalents

MWEL0	Model Water Efficient Landscape Ordinance
N/A	not applicable
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NCCP/HCP	Natural Community Conservation Plan/Habitat Conservation Plan
NF ₃	nitrogen trifluoride
NHMLAC	Natural History Museum of Los Angeles County
NO ₂	nitrogen dioxide
NOA	naturally occurring asbestos
NOI	Notice of Intent
Noise Memo	<i>Noise and Vibration Impact Analysis Memorandum</i>
NO _x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
O ₃	ozone
OC San	Orange County Sanitation District
OCFA	Orange County Fire Authority
OCSD	Orange County Sheriff's Department
OCTA	Orange County Transportation Authority
OCWD	Orange County Water District
Paleo Memo	<i>Paleontological Resources Memorandum</i>
Pb	lead
PFCs	perfluorocarbons

PM ₁₀	particulate matter less than 10 microns in diameter
PM _{2.5}	particulate matter less than 2.5 microns in diameter
PPV	peak-particle velocity
PRC	Public Resources Code
PRDs	Permit Registration Documents
PRMP	Parks and Recreation Master Plan
project	Yorba Linda Boulevard Improvements Project – from Imperial Highway to Lakeview Avenue
PYLUSD	Placentia-Yorba Linda Unified School District
R-A	Residential Agricultural
RCM	Regulatory Compliance Measure
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Information Center
SCE	Southern California Edison
SF ₆	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act
SMARTS	Stormwater Multiple Application and Report Tracking System
SO ₂	sulfur dioxide

SoCalGas	Southern California Gas Company
SO _x	sulfur oxides
SR-57	State Route 57
SR-91	State Route 91
SRA	Source Receptor Area
SRAs	State Responsibility Areas
SVP	Society of Vertebrate Paleontology
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCR	tribal cultural resources
Technical Advisory	<i>Technical Advisory on Evaluating Transportation Impacts in CEQA</i>
TMDLs	Total Maximum Daily Loads
TPD	tons per day
USACE	United States Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
UWMP Act	Urban Water Management Plan Act of 1983
V/C	volume to capacity
VHFHSZ	Very High Fire Hazard Severity Zones

VMT	vehicle miles traveled
VOC	volatile organic compounds
WDR	Waste Discharge Requirements
WGZE	W.G. Zimmerman Engineering, Inc.
WQMP	Water Quality Management Plan
YLTC	Yorba Linda Town Center
YLWD	Yorba Linda Water District

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1.0 INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*, this Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed Yorba Linda Boulevard Improvements Project – from Imperial Highway to Lakeview Avenue (project) in Yorba Linda, California. Consistent with *State CEQA Guidelines* Section 15071, this IS/MND includes a description of the proposed project, an evaluation of the potential environmental impacts, and findings from the environmental analysis.

This IS/MND evaluates the potential environmental impacts that may result from development of the project. Consistent with *State CEQA Guidelines* Section 15050, the City of Yorba Linda (City) is the Lead Agency under CEQA and is responsible for adoption of the IS/MND and approval of the project.

1.1 CONTACT PERSON

Any questions or comments regarding the preparation of this IS/MND, its assumptions, or its conclusions should be referred to:

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2.0 PROJECT DESCRIPTION

The Yorba Linda Boulevard Improvements Project – from Imperial Highway to Lakeview Avenue (proposed project) is located along Yorba Linda Boulevard from its intersection with Imperial Highway to its intersection with Lakeview Avenue in the City of Yorba Linda (City), Orange County, California. The project limits measure approximately 0.28 mile along Yorba Linda Boulevard east of Park Avenue and west of Avocado Avenue.

2.1 EXISTING CONDITIONS

2.1.1 Regional Project Location

The proposed project would consist of improvements to an approximately 0.28-mile segment of Yorba Linda Boulevard between Park Avenue and Avocado Avenue, including the roadway's intersections with Imperial Highway and Lakeview Avenue. Please refer to Figure 2-1, Project Location and Vicinity, for a visual depiction of the proposed project's geographic context.

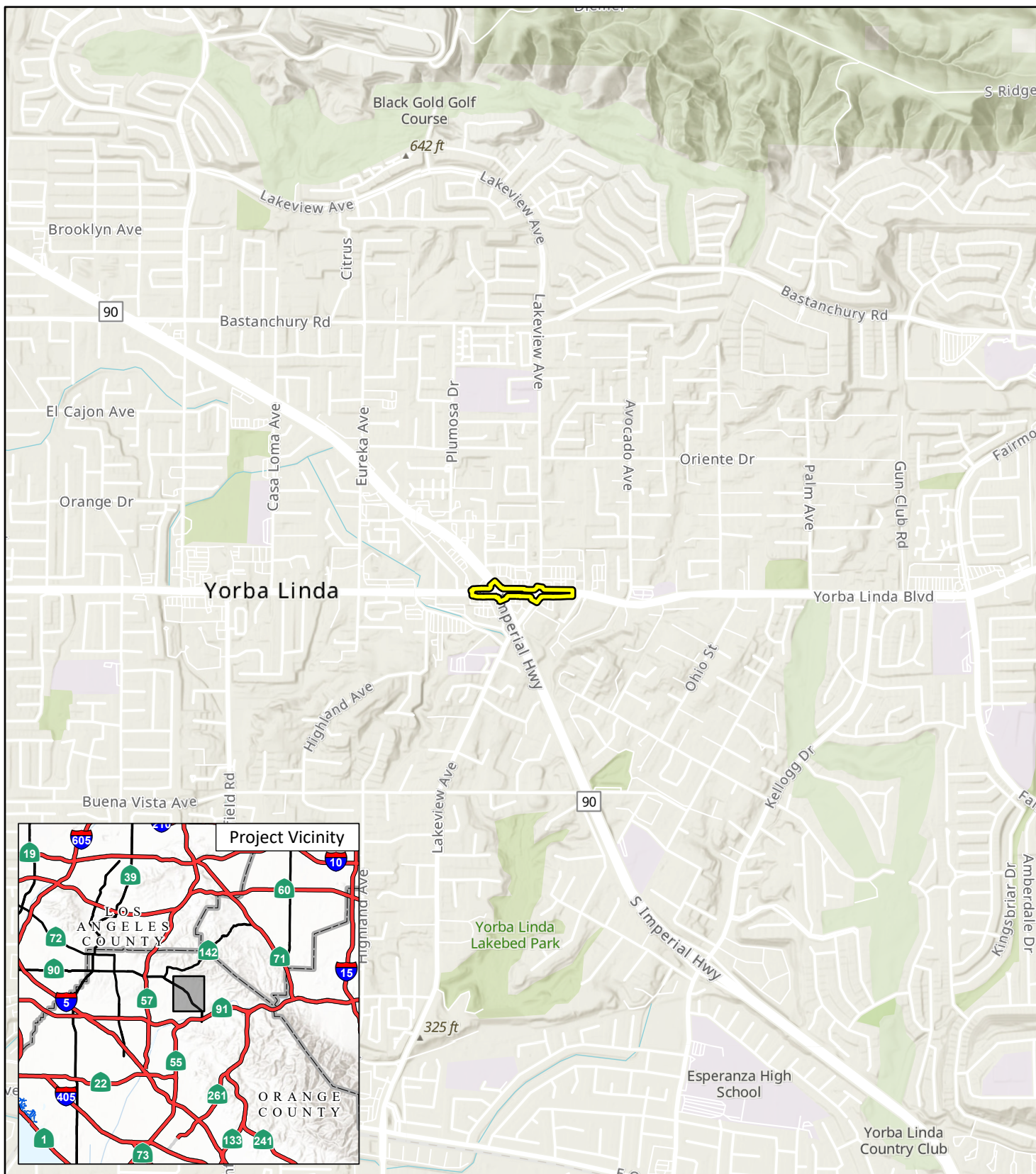
Yorba Linda Boulevard originates just west of State College Boulevard in the City of Fullerton and runs east to west through the cities of Placentia and Yorba Linda until it transitions into Weir Canyon Road at State Route 91 (SR-91) near the City of Anaheim. According to the City of Yorba Linda's General Plan Circulation Element, Yorba Linda Boulevard is classified as a Modified Major arterial roadway, which is a six-lane divided roadway, with 84 to 106 feet of curb-to-curb width within 100 feet of right-of-way. Though the City considers 120 feet to be the optimal width, the Modified Major arterial classification signifies that all six lanes are able to be accommodated within a minimum of 100 feet. Regional access to the project limits is provided by Imperial Highway, which is classified in the City's General Plan Circulation Element as a six-lane Smart Street north of Yorba Linda Boulevard and a four-lane Smart Street south of Yorba Linda Boulevard. Lakeview Avenue, which intersects with Yorba Linda Boulevard within the project limits, is classified as a four-lane Secondary Arterial north of Yorba Linda Boulevard and a four-lane Primary Arterial south of Yorba Linda Boulevard.

2.1.2 Project Vicinity and Surrounding Land Uses

The portion of Yorba Linda Boulevard where improvements are proposed (project limits) is bounded to the north by Richard Nixon Park, a single-family residential neighborhood, and commercial uses including retail and restaurants. Similarly, the project limits are bounded to the south by commercial uses and an apartment complex. Several unsignalized driveways along Yorba Linda Boulevard provide access to these residential, recreational, and commercial uses.

Park Avenue, which serves as the western project limit, generally runs north-south with an eventual curve in the northwest direction and serves single-family residential uses. Avocado Avenue, which serves as the eastern project limit, runs perpendicular to Yorba Linda Boulevard in the north-south direction and serves several single-family residential neighborhoods.

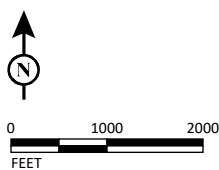
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LSA

 Project Location

FIGURE 2-1



SOURCE: Esri Topographic 2024

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Yorba Linda Boulevard Improvements Project
Project Location and Vicinity

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2.1.3 Existing Roadway

The City of Yorba Linda is proposing roadway improvements at the intersections of Yorba Linda Boulevard and Imperial Highway and Yorba Linda Boulevard and Lakeview Avenue. In the existing condition, Yorba Linda Boulevard travels in the east-west direction. In the easterly direction at the intersection with Imperial Highway, Yorba Linda Boulevard currently consists of one left-turn lane and three through lanes; the westerly direction currently consists of one left-turn lane, three through lanes, and two right-turn lanes onto northbound Imperial Highway. In the easterly direction at the intersection with Lakeview Avenue, Yorba Linda Boulevard currently consists of one left-turn lane and three through lanes; the westerly direction currently consists of one left-turn lane and three through lanes. Imperial Highway travels in the north-south direction. In the northerly direction, Imperial Highway currently consists of one left-turn lane and three through lanes; the southerly direction currently consists of two (dual) left-turn lanes and three through lanes. Lakeview Avenue travels in the north-south direction. In the northerly direction, Lakeview Avenue currently consists of two (dual) left-turn lanes, two through lanes, and one right-turn lane onto eastbound Yorba Linda Boulevard; the southerly direction currently consists of two (dual) left-turn lanes, two through lanes, and a bike lane.

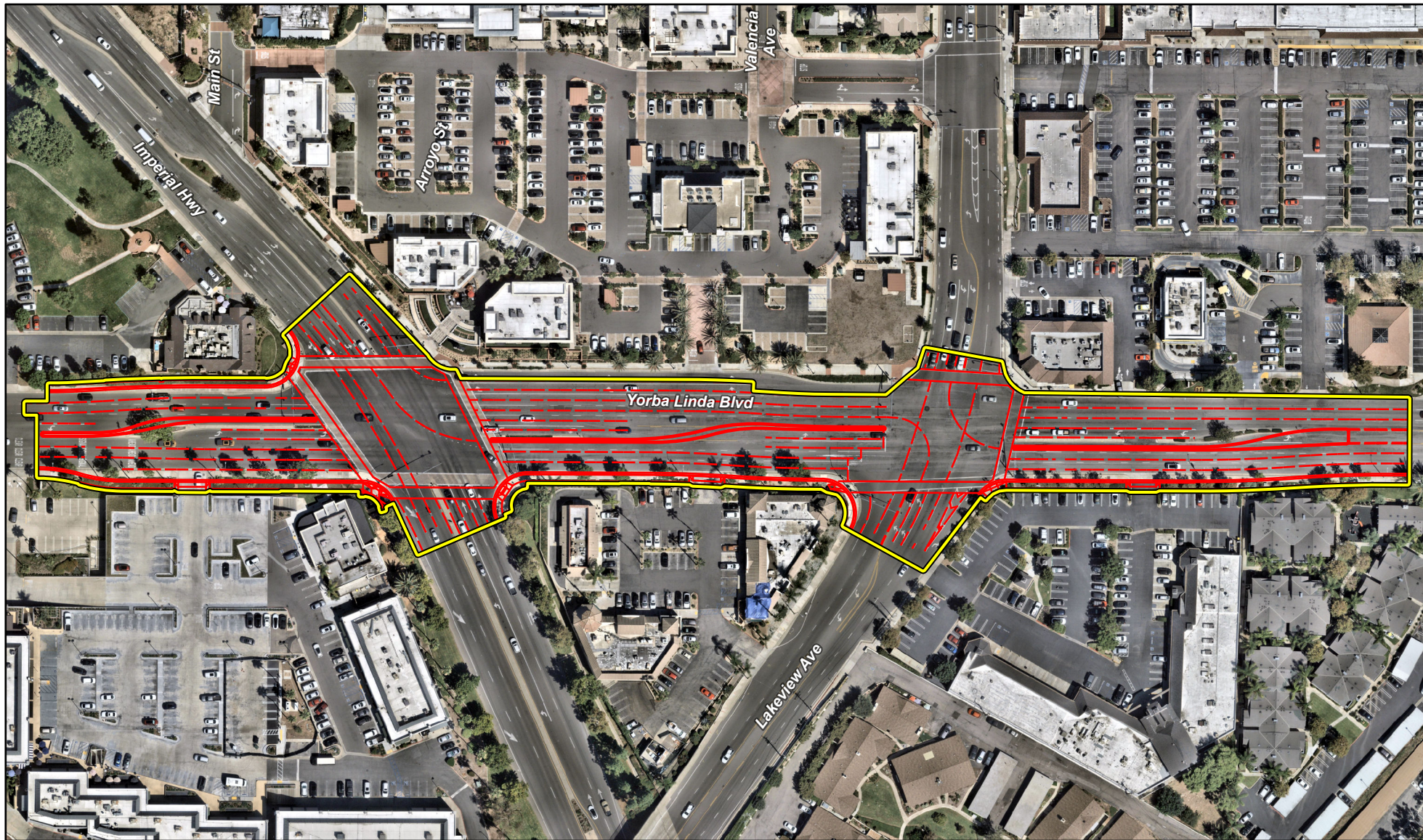
2.2 PROPOSED PROJECT

2.2.1 Yorba Linda Boulevard and Imperial Highway Intersection

Figure 2-2, Project Improvements, provides a visual representation of the proposed improvements to the project limits. The project improvements proposed for the intersection of Yorba Linda Boulevard and Imperial Highway include the following:

- Convert the eastbound single left-turn lane on Yorba Linda Boulevard to dual left-turn lanes.
- Add an eastbound right-turn lane on Yorba Linda Boulevard.
- Convert the westbound single left-turn lane on Yorba Linda Boulevard to dual left-turn lanes. These lanes would also be extended eastward.
- Modify the northerly and southerly curb lines and curb returns and the median along Yorba Linda Boulevard on the western leg of the intersection to accommodate the two additional turn lanes (one additional left turn lane and one new dedicated right turn lane) described above.
- Modify the southerly curb line and curb return and the median along Yorba Linda Boulevard on the eastern leg of the intersection to accommodate one additional turn left lane onto southbound Imperial Highway.
- Modify the traffic signals, including relocations as necessary.
- Provide necessary utility relocations due to the road widening and potentially for the foundations for the traffic signal modifications.
- Restripe Yorba Linda Boulevard to reflect updated lane configurations.

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LSA

- Project Boundary
- Project Improvements



0 75 150
FEET

SOURCE: Nearmap Aerial Imagery (September 8, 2023); BKF (10/2023)

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FIGURE 2-2

Yorba Linda Boulevard Improvements Project
Project Improvements

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- Construct a retaining wall along eastbound Yorba Linda Boulevard just west of the intersection due to the presence of an underground parking garage immediately south of the roadway. In the existing condition, an embankment with a short retaining wall is in place to separate the difference in grade between the back of the sidewalk and the floor of the underground parking garage. The proposed retaining wall would be located 6.5 feet from the existing face of the parking structure.

2.2.2 Yorba Linda Boulevard and Lakeview Avenue Intersection

The project improvements proposed for the intersection of Yorba Linda Boulevard and Imperial Highway include the following:

- Convert the eastbound and westbound single left-turn lanes on Yorba Linda Boulevard to dual left-turn lanes.
- Modify the southerly curb line and curb return and the median along Yorba Linda Boulevard on the eastern and western legs of the intersection to accommodate an additional left-turn lane.
- Remove the gap in the median along Yorba Linda Boulevard on the eastern leg of the intersection, which is currently used to enter the Firestone Village shopping center.
- Modify the traffic signals, including relocations as necessary.
- Provide necessary utility relocations due to the road widening and potentially for the foundations for the traffic signal modifications.
- Restripe Yorba Linda Boulevard to reflect updated lane configurations.

2.2.3 Utility Relocations

Utility relocations would be necessary due to the road widening. Additional utilities may need to be relocated for the proposed traffic signal pole foundation relocations. The utilities that may need to be relocated include, but are not limited to, the following:

- The transformer on the north side of Yorba Linda Boulevard west of Imperial Highway in the grassy area south of Mimi's Café.
- Street lights along Yorba Linda Boulevard.
- Irrigation controllers and irrigation lines along Yorba Linda Boulevard.
- The catch basin on the north side of Yorba Linda Boulevard west of Imperial Highway in front of the Mimi's Café Restaurant.
- The traffic signal poles and their associated pull boxes, cabinets, and lines at the northwest, southwest, and southeast corners of the intersection of Yorba Linda Boulevard and Imperial Highway.

Highway and at the southwest and southeast corners of the intersection of Yorba Linda Boulevard and Lakeview Avenue.

- The fire hydrant, water valves, and water meters on the south side of Yorba Linda Boulevard west of Imperial Highway in front of the Chili's Restaurant.
- The underground backflow preventer on the south side of the Yorba Linda Boulevard west of Imperial Highway in the grassy area in front of the Chili's Restaurant.
- The junction box on the south side of Yorba Linda Boulevard east of Imperial Highway in front of the El Pollo Loco drive-through.
- The Southern California Edison (SCE) vault on the south side of Yorba Linda Boulevard east of Imperial Highway in front of the Galleria de Yorba sign.
- The fire hydrant on the south side of Yorba Linda Boulevard in between Imperial Highway and Lakeview Avenue on the west side of the driveway into the Galleria de Yorba shopping center.
- The electrical vault on the south side of Yorba Linda Boulevard west of Lakeview Avenue in front of the T-Mobile.
- The SCE vault on the south side of Yorba Linda Boulevard east of Lakeview Avenue and west of the driveway into the Firestone Village shopping center.
- The Yorba Linda Water District (YLWD) water enclosure and valve on the south side of Yorba Linda Boulevard east of the driveway to the Firestone Village shopping center.
- The SCE cabinet on the south side of Yorba Linda Boulevard east of the driveway to the Firestone Village shopping center.
- Two SCE transformers on the south side of Yorba Linda Boulevard east of Lakeview Avenue in front of the Yorba Linda Palms Apartments
- The fire hydrant and the water meter on the south side of Yorba Linda Boulevard east of Lakeview Avenue in front of the Yorba Linda Palms Apartments.
- The SCE enclosures on the south side of Yorba Linda Boulevard east of Lakeview Avenue in front of the Yorba Linda Palms Apartments.

2.2.4 Retaining Wall and Bridge

In order to add the right-turn lane on eastbound Yorba Linda Boulevard at the intersection with Imperial Highway, a retaining wall would be installed due to the existence of an underground parking garage along the southerly portion of the roadway, which currently serves commercial uses. In the existing condition, an embankment with a short retaining wall is in place to separate the difference in grade between the back of the sidewalk and the floor of the underground parking garage.

The proposed retaining wall would be located 6.5 feet from the existing face of the parking structure. The intent would be not to impact the existing retaining wall located at the bottom of the embankment. Cast-In-Drilled-Hole (CIDH) piles or spread footings may be used. The bridge connecting the driveway to the upper deck of the parking structure would be dismantled and replaced with a new bridge and the existing retaining walls on each side of the bridge would be removed.

2.2.5 Firestone Village Shopping Center Access

The Firestone Village shopping center consists of various commercial storefronts and a surface parking lot, and is located to the south of Yorba Linda Boulevard and the East of Lakeview Avenue. Access to the Firestone Village Shopping center from the project limits is provided via driveways along northbound Lakeview Avenue and eastbound Yorba Linda Boulevard.

Under the proposed project, the Firestone Village shopping center would no longer be accessible from westbound Yorba Linda Boulevard due to the proposed removal in the gap of the median. Under proposed conditions, westbound cars would be unable to U-turn at Lakeview Avenue and therefore would have to either continue on Yorba Linda Boulevard and U-turn at Imperial Highway or turn left onto Lakeview Avenue and U-turn. Traffic counts conducted for the proposed project did not support allowing westbound vehicles to U-turn at Lakeview Avenue and removing the protected right turn from northbound Lakeview Avenue onto eastbound Yorba Linda Boulevard.

2.2.6 Property Acquisition

Partial property acquisitions from seven (7) parcels would be necessary to accommodate the road improvements described above. These acquisitions generally consist of strips of curb or parking lot area and would not result in the displacement of any businesses or housing. Prior to construction of the proposed project, the City would confirm all actions involved with these partial acquisitions with the property owners. Please refer to Table 2.A below for a list of the properties using Assessor's Parcel Numbers (APNs) that would be affected by property acquisitions associated with the proposed project, as well as a brief description of each acquisition. Refer to Figure 2-3, Property Acquisitions and Easements, on the following page for a visual representation of the property acquisitions discussed in Table 2.A below.

2.2.7 Discretionary Actions, Permits, and Other Approvals

In accordance with Sections 15050 and 15367 of the *State CEQA Guidelines*, the City is the designated Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions and project approval. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed project.

The discretionary action to be considered by the City as a part of the proposed project includes the following:

- Adoption of the Mitigated Negative Declaration

Table 2.A: Property Acquisitions

APN	Type	Displacements?	Purpose
334-391-07	Partial	No	Curb reduction to accommodate two additional turn lanes (one additional left-turn lane and one new dedicated right-turn lane) on Yorba Linda Boulevard.
343-281-27	Partial	No	Curb reduction to accommodate new dedicated eastbound right-turn lane on Yorba Linda Boulevard.
348-161-01	Partial	No	Shifting existing retaining wall to the south to accommodate new lane configurations.
348-161-12	Partial	No	Shifting existing retaining wall to the south to accommodate new lane configurations.
348-161-13	Partial	No	Shifting existing retaining wall to the south to accommodate new lane configurations.
348-162-15	Partial	No	Curb reduction to accommodate an additional left-turn lane on Yorba Linda Boulevard.
348-162-16	Partial	No	Curb reduction to accommodate an additional left-turn lane on Yorba Linda Boulevard.



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- Project Area
- APN Parcels Where Acquisitions Would be Required
- Partial Parcel Acquisitions



0 50 100
FEET

SOURCE: Nearmap (5/2024)

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FIGURE 2-3
Sheet 1 of 2

Yorba Linda Boulevard Improvements Project
Property Acquisitions

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LSA



0 50 100
FEET

SOURCE: Nearmap (5/2024)

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- Project Area
- APN Parcels Where Acquisitions Would be Required
- Partial Parcel Acquisitions

FIGURE 2-3
Sheet 2 of 2

Yorba Linda Boulevard Improvements Project
Property Acquisitions

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3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below potentially would be affected by the project and include at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages. Please see the Environmental Checklist for additional information.

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

3.1 DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “Potentially Significant Impact” or “Potentially Significant Unless Mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Rick Yee
Deputy Director of Public Works

Date

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4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced, as discussed below).
5. Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration (Section 15063 ©(3)(D)). In this case, a brief discussion should identify the following:
 - a) **Earlier Analysis Used.** Identify and state where they are available for review.
 - b) **Impacts Adequately Addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) **Mitigation Measures.** For effects that are “Less Than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead Agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

-
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 8. This is only a suggested form, and Lead Agencies are free to use different formats; however, Lead Agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
 9. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significant.

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Except as provided in Public Resources Code Section 21099, would the project:</i>				
(a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
(c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a 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?	☐	☐	☒	☐

Impact Analysis

a) *Would the project have a substantial adverse effect on a scenic vista?*

No Impact. The City of Yorba Linda General Plan does not specifically identify any scenic vistas within the City. However, the General Plan Recreation Element notes that the City's canyon and hillside areas contain scenic qualities and contains Policy OR-1.2 to preserve the visual quality of these areas.¹ The views throughout the project limits consist of relatively flat roadway segments in an urbanized portion of the City surrounded by development on all sides and is not located within the vicinity of any canyon or hillside areas. Views experienced by vehicles and pedestrians along the roadway are generally limited to adjacent shopping centers and parking areas as well as ornamental landscaping. Any potentially scenic views toward the project limits would be blocked by intervening structures up to two stories tall.

The proposed project would not affect the elevation of Yorba Linda Boulevard beyond its current state and would represent a continuation of existing uses. As there are no scenic resources that could be blocked by the proposed project and the surrounding area is characterized by buildings up to two stories tall, the proposed project would neither alter an existing scenic vista nor block views of any scenic vistas. For these reasons, the development of the proposed project would not have a substantial adverse effect on a scenic vista. Therefore, no impact would occur, and no mitigation is required.

¹ City of Yorba Linda. 2016. General Plan Open Space and Recreation Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/475/2016-Yorba-Linda-General-Plan-PDF?bidId=> (accessed March 14, 2024).

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

No Impact. The California Department of Transportation (Caltrans) Scenic Highway Program protects the natural scenic beauty of the State’s highways and corridors through its designated scenic highways throughout the State. Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way that traverses an area of exceptional scenic quality. Other considerations given to a scenic highway designation include how much of the natural landscape a traveler may see and the extent to which visual intrusions degrade the scenic corridor.

The limits of the project are not located within the vicinity of a State-designated scenic highway corridor. The nearest highways eligible or officially designated for the State Scenic Highway Program to the project limits are State Route 91 (SR-91), located approximately 2.6 miles southeast of the project limits, and State Route 57 (SR-57), located approximately 4.5 miles northwest of the project limits.² Due to distance and intervening land uses, no portion of the project limits or surrounding area are viewable from the officially designated portion of SR-91, or the eligible portion of SR-57. Further, regardless of proximity to a State-designated scenic highway, the proposed project would include landscaped areas containing trees, shrubs, and grasses in order to enhance the visual character of the corridor and would not damage any scenic resources in the long term. The proposed project would result in a similar appearance to the existing setting. The proposed improvements would not result in substantially different views than those currently experienced by pedestrians, bicyclists, and motorists who travel through the project limits or other off-site viewers. As such, the project would not result in substantial adverse impacts related to the damage of scenic resources within a State Scenic Highway. Therefore, no impacts would occur, and no mitigation is required.

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

Less Than Significant Impact. According to the United States Census Bureau, the City of Yorba Linda is located within the Los Angeles—Long Beach—Anaheim, CA Urbanized Area.³ As described in *State CEQA Guidelines* Section 15387 and defined by the United States Census Bureau, an “urbanized area” is a central city or a group of contiguous cities with a population of 50,000 or more people, together with adjacent densely populated areas having a population density of at least 1,000 people per square mile.⁴ Therefore, the City is an urbanized area, as are the project limits. Further, surrounding land uses in the vicinity of the project limits are representative of urban densities, including residences and commercial storefronts. Because the project limits are located within an urbanized area, the proposed

² California Department of Transportation (Caltrans). 2018. California State Scenic Highway System Map. Website: <https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aa> (accessed March 14, 2024).

³ United States Census Bureau. 2012. 2010 Census – Urbanized Area Reference Map: Los Angeles—Long Beach—Anaheim, CA. Website: https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ua51445_los_angeles--long_beach--anaheim_ca/DC10UA51445_000.pdf (accessed March 14, 2024).

⁴ United States Census Bureau. 2020. Census Urban Area FAQs. Website: https://www2.census.gov/geo/pdfs/reference/ua/Census_UA_2020FAQs.pdf (accessed March 14, 2024).

project would have an impact under CEQA if it would conflict with applicable zoning or other regulations governing scenic quality.

One regulation governing scenic quality within the City is City Council Policy E-3, or the City's Tree Removal and Replacement Policy, as trees are considered a scenic resource by the City. According to the Tree Removal and Replacement Policy, street trees and parkway trees removed within the City shall be replaced at a one-to-one ratio, with a 15-gallon size stock.⁵ Because the proposed project would involve the widening of Yorba Linda Boulevard into currently landscaped curb areas, several trees would be removed during construction of the proposed project. However, pursuant to the City's Tree Removal and Replacement Policy, the proposed project would replace any removed trees at a minimum one-to-one ratio. Replacement trees and other plants would replicate the previously present species or consist of drought tolerant trees; therefore, the proposed project would be compliant with the City's Tree Removal and Replacement Policy.

The City's General Plan Conservation Element⁶ contains Policy CN-1.1, which pertains to visual resources and would be applicable to the proposed project. Policy CN-1.1 reads, "Ensure that new development along landscaped corridors preserves unique visual features." Yorba Linda Boulevard is lined with ornamental trees and would therefore be considered a landscaped corridor. Because the proposed project would result in curb and median realignments, several existing landscaped areas would be affected by vegetation removal, including the removal of ornamental trees. However, as discussed above, any vegetation affected by the proposed project would be replaced with new landscaping features, including native and/or drought tolerant trees, shrubs, and grasses. These new and replacement landscaped areas would preserve the visual character and features of the Yorba Linda Boulevard corridor.

The proposed project would not develop any new land uses within the project limits. An amendment to the City's General Plan would not be necessary under the proposed project since it would continue an existing land use and would not create any inconsistencies among planning documents. Therefore, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. As such, impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. The impact of nighttime lighting depends upon the type of use affected, the proximity to the affected use, the intensity of specific lighting, and the background or ambient level of the combined nighttime lighting. Nighttime ambient light levels may vary considerably depending on the age, condition, and abundance of point-of-light sources present in a particular view. The use of exterior lighting for security and aesthetic illumination of architectural features may

⁵ City of Yorba Linda City Council. 2020. Policy: City Tree Removal and Replacement. June. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/4713/City-Council-Policy-E-3-City-Tree-Removal-and-Replacement?bidId=> (accessed March 14, 2024).

⁶ City of Yorba Linda. 2016. General Plan Conservation Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/475/2016-Yorba-Linda-General-Plan-PDF?bidId=> (accessed March 13, 2024).

contribute to ambient nighttime lighting conditions. Spillover light can be problematic in areas where the ambient conditions are very dark, and there are sensitive uses that depend on that darkness.

The spillover of light onto adjacent properties has the potential to interfere with certain activities, including vision, sleep, privacy, and the general enjoyment of the natural nighttime condition. Light sensitive uses include residential, some commercial and institutional uses, and, in some situations, natural areas. Changes in nighttime lighting may become significant if a proposed project substantially increases ambient lighting conditions beyond its property line and project lighting routinely spills over into adjacent light-sensitive land use areas. Nighttime illumination impacts are evaluated in terms of the project's net change in ambient lighting conditions and proximity to light-sensitive land uses.

Reflective light (glare) is caused by sunlight or artificial light reflecting from finished surfaces (e.g., window glass) or other reflective materials. Glass and other materials can have many different reflectance characteristics. Buildings constructed of highly reflective materials from which the sun reflects at a low angle commonly cause adverse glare. Reflective light is common in urban areas. Glare generally does not result in the illumination of off-site locations but results in a visible source of light viewable from a distance.

As previously discussed, the project limits are surrounded by residential and commercial uses. The nearest light-sensitive land uses are residential uses, located directly north of Yorba Linda Boulevard near the western project limits and south of Yorba Linda Boulevard near the eastern project limits. Other sources of light on and adjacent to the project limits include exterior lighting from adjacent properties and commercial signage, traffic signals, and vehicle headlights. The proposed project would not introduce any new sources of reflective light associated with reflective building materials because it proposes roadway improvements and no new buildings.

Construction of the proposed project is not anticipated to introduce substantial new light sources to the project limits. The proposed project would comply with Section 15.48.010 of the City's Municipal Code pertaining to regulations for construction timing, which states that construction work "is prohibited between the hours of eight [8] p.m. and seven [7] a.m., weekdays, including Saturday, or any time on Sunday or a Federal holiday unless said work is of an emergency nature." As such, construction activities associated with the proposed project would generally be limited to daylight hours, eliminating the need for substantial amounts of artificial light and therefore eliminating the possibility for nighttime illumination impacts that would affect the ambient lighting in the vicinity of the project limits.

Section 18.26.050 of the City's Municipal Code states that "lighting shall be stationary and shielded in a manner to direct light away from adjacent properties, public streets, and rights-of-way." The proposed project would be required to comply with this provision of the City's Municipal Code and ensure that streetlights do not provide a nuisance to neighboring land uses. Further, the proposed project would comply with the applicable lighting policies set forth in the City's General Plan Conservation Element,⁷ as follows:

⁷ City of Yorba Linda. 2016. General Plan Conservation Element. October. Website: <https://www.yorbalinda.ca.gov/DocumentCenter/View/476/2016-GP-Conservation-Element?bidId=> (accessed March 14, 2024).

- **Policy CN-6.1:** Support efforts that require outdoor lighting fixtures to be shielded and down-directed in order to minimize glare and light trespass.
- **Policy CN-6.2:** Promote removal, replacement, or retrofit of non-shielded or non-down-directed light fixtures that contribute to glare and light pollution.

The proposed project would protect existing streetlights in place wherever possible, and conditions associated with the remaining streetlights would not change. However, the proposed road widening would necessitate the relocation of approximately six streetlights. In compliance with the City's General Plan lighting policies identified above, the relocated fixtures would be shielded and down-directed. No new sources of light beyond current conditions, such as additional streetlights or traffic signals, are included under the proposed project. As such, the proposed project would have less than significant impacts pertaining to the creation of a new source of substantial light or glare, and no mitigation is required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<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 Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>				
(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 nonagricultural 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 [PRC] Section 12220(g)), timberland (as defined by PRC 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 nonagricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Analysis

(a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

No Impact. As discussed in Chapter 2.0, Project Description, the segment of Yorba Linda Boulevard within the project limits is currently developed and surrounded by residential, commercial, and recreational uses. The entire Yorba Linda Boulevard roadway segment within the project limits is classified as “Urban and Built-Up Land” by the State Department of Conservation, which is defined as land that is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel.⁸ This classification indicates that Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is not present within or in proximity to the project limits.

⁸ California Department of Conservation (DOC). 2018. California Important Farmland Finder. Website: <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed February 21, 2024).

According to the City of Yorba Linda's General Plan Conservation Element, the City contains minimal agricultural land, limited to two small parcels.⁹ The closest parcel, located approximately 0.81 mile south of the project limits, consists of Unique Farmland. The proposed project would provide mobility and access improvements to an existing roadway within an urbanized portion of the City and would not convert farmland to a nonagricultural use. Therefore, no impacts to agricultural resources would occur, and no mitigation is required.

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

No Impact. The proposed project limits include a transportation corridor, Yorba Linda Boulevard, which is surrounded by land zoned for residential, commercial, and planned development uses.¹⁰ The project limits are not within the vicinity of any parcels zoned for agricultural use, and do not propose any changes to existing City zoning designations. The City's zoning code does not contain any large-scale agricultural production zones and agricultural land uses are limited to the Residential Agricultural (R-A) zone, which is intended for "large rural estates with abundant open space on each lot, or large parcels devoted to commercial or non-commercial agriculture and/or grazing, which may have a residence and other accessory buildings such as barns, equipment sheds, and other similar buildings."¹¹ The nearest R-A zone to the project limits is located approximately 0.42 mile to the north.

As discussed above in Response 4.2(a) above, the City contains minimal agricultural land. The project limits and adjacent parcels are considered Urban and Built-Up Land, and are not indicated to be land enrolled in a Williamson Act contract by the State Department of Conservation. Therefore, there would be no conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur, and no mitigation is required.

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

No Impact. The entirety of the project limits are currently used for timberland production, are not zoned as forest land or timberland,¹² and do not contain forest land or timberland as defined by Public Resources Code (PRC) Section 1220(g), PRC Section 4526, or Government Code Section 51104(g). Therefore, no impacts to forest land or timberland would occur, and no mitigation is required.

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

No Impact. The project limits and surrounding area are currently developed and highly disturbed. Yorba Linda Boulevard is a transportation corridor surrounded by urban land uses and does not contain forest land. The proposed project involves improvements to an existing roadway and would not convert forest land to a non-forest use. As such, the proposed project would not contribute to

⁹ City of Yorba Linda. 2016. General Plan Conservation Element. October. Website: <https://www.yorbalinda.ca.gov/DocumentCenter/View/476/2016-GP-Conservation-Element?bidId=> (accessed February 21, 2024).

¹⁰ City of Yorba Linda. 2019. Zoning Map. December 12. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/466/City-of-Yorba-Linda-Zoning-Map-PDF> (accessed February 21, 2024).

¹¹ City of Yorba Linda. Municipal Code Section 18.10.020. Website: https://library.qcode.us/lib/yorba_linda_ca/pub/municipal_code/item/title_18-chapter_18_10-18_10_020 (accessed February 21, 2024).

¹² City of Yorba Linda. 2019. Zoning Map. December 12. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/466/City-of-Yorba-Linda-Zoning-Map-PDF> (accessed February 21, 2024).

environmental changes that would result in the conversion of forest land to a non-forest use. Therefore, no impact would occur, and no mitigation is required.

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

No Impact. The areas within the project limits are not currently used for agricultural production and do not contain any forest land. As discussed above in Response 4.2(a), the City contains little undeveloped land, and the project limits and adjacent parcels are considered Urban and Built-Up Land. Thus, the proposed project would not convert farmland to a non-agriculture use. Likewise, because the project limits are already developed and are not located within the vicinity of any existing agricultural land or land zoned for agricultural uses, the proposed project would not contribute to environmental changes that could result in the conversion of farmland to non-agricultural use. Therefore, no impact would occur, and no mitigation is required.

4.3 AIR QUALITY

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

The analysis presented in the following section is based upon the Air Quality and Greenhouse Gas Emissions Technical Memorandum (AQ/GHG Memo) prepared for the proposed project, which involved emissions modeling using the California Emissions Estimator Model version 2022.1 (CalEEMod) computer program. The AQ/GHG Memo is included within this IS/MND as Appendix A.

A region's topographic features have a direct correlation with air pollution flow and therefore are used to determine the boundary of air basins. The proposed project is in the City of Yorba Linda, Orange County, and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD), which regulates air quality in the South Coast Air Basin (Basin). The Basin comprises approximately 10,000 square miles and covers all of Orange County and the urban parts of Los Angeles, Riverside, and San Bernardino Counties. The Basin is on a coastal plain with connecting broad valleys and low hills to the east. Regionally, the Basin is bounded by the Pacific Ocean to the southwest and high mountains to the east, forming the inland perimeter.

The federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these acts, the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established ambient air quality standards for six criteria air pollutants: carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead (Pb), and suspended particulate matter. In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. Two criteria pollutants, O₃ and NO₂, are considered regional pollutants because they (or their precursors) affect air quality on a regional scale. Pollutants such as CO, SO₂, and Pb are considered local pollutants that tend to accumulate in the air locally.

Air quality monitoring stations are located throughout the nation and are maintained by the local air districts and State air quality regulating agencies. Data collected at permanent monitoring stations are used by the USEPA to identify regions as "attainment" or "nonattainment" depending on whether the regions meet the requirements stated in the applicable National Ambient Air Quality Standards (NAAQS). Nonattainment areas are imposed with additional restrictions as required by the USEPA. In addition, different classifications of attainment (e.g., marginal, moderate, serious, severe, and

extreme) are used to classify each air basin in the State on a pollutant-by-pollutant basis. The classifications are used as a foundation to create air quality management strategies to improve air quality and to comply with the NAAQS. As shown in Table 4.3.A, the Basin is designated as nonattainment by federal standards for O₃ and particulate matter less than 2.5 microns in diameter (PM_{2.5}) and nonattainment by State standards for O₃, particulate matter less than 10 microns in diameter (PM₁₀), and PM_{2.5}. On February 7, 2024, the USEPA strengthened the NAAQS for PM_{2.5} by revising the primary (health-based) annual standard from 12.0 micrograms per cubic meter (µg/m³) to 9.0 µg/m³; however, a new attainment designation has not been issued.

Table 4.3.A: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Pollutant	State	Federal
O ₃ 1-hour	Nonattainment	N/A
O ₃ 8-hour	Nonattainment	Extreme Nonattainment
PM ₁₀	Nonattainment	Attainment/Maintenance
PM _{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO ₂	Attainment	Unclassified/Attainment (1-hour) Attainment/Maintenance (Annual)
SO ₂	Attainment	Unclassified/Attainment
Lead	Nonattainment ¹	Unclassified/Attainment ¹
All Others	Attainment/Unclassified	Attainment/Unclassified

Source 1: NAAQS and CAAQS Attainment Status for South Coast Air Basin (SCAQMD 2016). Website: www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf (accessed August 2024).

Source 2: Nonattainment Areas for Criteria Pollutants (Green Book) (EPA 2019). Website: www.epa.gov/green-book (accessed August 2024).

¹ Only the Los Angeles County portion of the South Coast Air Basin is in nonattainment for lead.

CAAQS = California Ambient Air Quality Standards

CO = carbon monoxide

EPA = United States Environmental Protection Agency

N/A = not applicable

NAAQS = National Ambient Air Quality Standards

NO₂ = nitrogen dioxide

O₃ = ozone

PM₁₀ = particulate matter less than 10 microns in diameter

PM_{2.5} = particulate matter less than 2.5 microns in diameter

SCAQMD = South Coast Air Quality Management District

SO₂ = sulfur dioxide

The SCAQMD considers any project in the Basin with construction- or operation-related emissions that exceed any of the following emission thresholds to have potentially significant impacts. The emission thresholds were established based on the attainment status of the Basin with regards to air quality standards for specific criteria pollutants. Because the concentration standards were set at a level that protects public health with an adequate margin of safety, these emission thresholds are regarded as conservative and would overstate an individual project's contribution to health risks. Table 4.3.B lists the California Environmental Quality Act (CEQA) significance thresholds for construction and operational emissions established for the Basin.

Table 4.3.B: SCAQMD Construction and Operation Thresholds of Significance (lbs/day)

Emission Source	Pollutant Emissions Threshold (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction Thresholds	75	100	550	150	150	55
Operation Thresholds	55	55	550	150	150	55

Source: South Coast Air Quality Management District (1993).

CO = carbon monoxide

lbs/day = pounds per day

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO₂ = sulfur dioxide

VOC = volatile organic compounds

In addition, the SCAQMD published its *Final Localized Significance Threshold Methodology* in June 2003 (updated July 2008), recommending that all air quality analyses include an assessment of air quality impacts to nearby sensitive receptors.¹³ This guidance was used to analyze potential localized air quality impacts associated with construction of the proposed project. Localized significance thresholds (LSTs) are developed based on the size or total area of the emissions source, the ambient air quality in the source receptor area, and the distance to the project. Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. The closest sensitive receptors to the project limits include the Yorba Linda Palms Apartments adjacent to the south side of Yorba Linda Boulevard toward the east end of the project limits.

LSTs are based on the ambient concentrations of that pollutant within the project Source Receptor Area (SRA) and the distance to the nearest sensitive receptor. For the proposed project, the appropriate SRA for the LST is the North Orange County area (SRA 16). SCAQMD provides LST screening tables for 25-, 50-, 100-, 200-, and 500-meter source-receptor distances. As identified above, the closest sensitive receptors to the project limits include the Yorba Linda Palms Apartments adjacent to the south side of Yorba Linda Boulevard toward the east end of the project limits. The minimum distance that SCAQMD recommends using for LST analyses is 25 meters. Based on the anticipated construction equipment and based on anticipated grading and ground-disturbing activities, it is assumed that the maximum daily disturbed acreage for the proposed project would be 4.3 acres.¹⁴ As such, the LSTs for a 4.3-acre site at a distance of 25 meters were derived by interpolation. Table 4.3.C lists the localized emissions thresholds that would apply during project construction.

Table 4.3.C: SCAQMD Localized Significance Thresholds

Emissions Source	Pollutant Emissions Threshold (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Construction (4.3-acre, 25-meter distance)	204	1,183	10	6
Operational (4.3-acre, 25-meter distance)	204	1,183	3	2

Source: *Final Localized Significance Threshold Methodology* (SCAQMD, July 2008).

CO = carbon monoxide

PM₁₀ = particulate matter less than 10 microns in size

lbs/day = pounds per day

PM_{2.5} = particulate matter less than 2.5 microns in size

NO_x = nitrogen oxides

SCAQMD = South Coast Air Quality Management District

Impact Analysis

(a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Less Than Significant Impact. An Air Quality Management Plan (AQMP) describes air pollution control strategies to be undertaken by a city or county in a region classified as a nonattainment area to meet the requirements of the federal Clean Air Act. As previously stated, the Basin is in nonattainment for by federal standards for O₃ and particulate matter less than 2.5 microns in diameter (PM_{2.5}) and nonattainment by State standards for O₃, particulate matter less than 10 microns in diameter (PM₁₀), and PM_{2.5}. The main purpose of an AQMP is to bring an area into compliance with the requirements

¹³ South Coast Air Quality Management District (SCAQMD). 2008. *Final Localized Significance Threshold Methodology*. July. Website: <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf> (accessed January 15, 2024).

¹⁴ Ibid.

of federal and State ambient air quality standards (AAQS). Every 3 years, the South Coast Air Quality Management District (SCAQMD) prepares a new AQMP, updating the previous plan and 20-year horizon.¹⁵ The Final 2022 Air Quality Management Plan is the currently adopted AQMP.

A consistency determination plays an essential role in local agency project review by linking local planning and unique individual projects to the air quality plans. A consistency determination fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review given that the air quality plan strategy is based on projections from local General Plans.

The City of Yorba Linda's General Plan is consistent with the Southern California Association of Governments (SCAG) Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Pursuant to the methodology provided in the SCAQMD *CEQA Air Quality Handbook*,¹⁶ consistency with the Basin AQMP is affirmed when a project (1) would not increase the frequency or severity of an air quality standards violation or cause a new violation, and (2) is consistent with the growth assumptions in the AQMP.

The proposed project would result in short-term construction and long-term operational pollutant emissions that are all less than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated below in Response 4.3(b); therefore, the proposed project would not result in an increase in the frequency or severity of an air quality standards violation or cause a new air quality standards violation. Further, the *CEQA Air Quality Handbook* indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities.

The proposed project would improve the intersections of Yorba Linda Boulevard and Imperial Highway and Yorba Linda Boulevard and Lakeview Avenue within an approximately 0.28-mile segment; therefore, the proposed project is not defined as significant. In addition, the proposed project would not require a change to the General Plan land use designation or the current zoning. Based on the consistency analysis presented above, the proposed project would be consistent with the regional AQMP. Impacts related to conflict with or obstruct implementation of the applicable air quality plan would be less than significant, and no mitigation is required.

¹⁵ South Coast Air Quality Management District (SCAQMD). 2022. *Final 2022 Air Quality Management Plan*. December 2.

¹⁶ South Coast Air Quality Management District (SCAQMD). 1993. *CEQA Air Quality Handbook*. Website: [http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-\(1993\)](http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993)) (accessed April 2024).

(b) Would the project 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?

Less Than Significant Impact. As identified above, the Basin is currently designated as nonattainment for the federal and State standards for O₃ and PM_{2.5}. The Basin's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, to result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

In developing thresholds of significance for air pollutants, the SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified SCAQMD significance thresholds identified above in Table 4.3.B, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, additional analysis to assess cumulative impacts is not necessary. The following analysis assesses the potential project-level air quality impacts associated with construction and operation of the proposed project.

Construction. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by site preparation and grading activities. Emissions from construction equipment are also anticipated and would include CO, nitrogen oxides (NO_x), volatile organic compounds (VOCs), directly emitted PM_{2.5} or PM₁₀, and toxic air contaminants such as diesel exhaust particulate matter.

Project construction activities would include demolition of existing facilities, relocation of utilities, construction of roadway widening, construction of retaining wall and parking structure modification, construction of hardscaping and street improvements, construction of landscape and irrigation, completion of roadway paving and roadway striping. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. Fugitive dust emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Fugitive dust emissions would depend on soil moisture, silt content of soil, wind speed, and amount of operating equipment. Larger dust particles would settle near the source, whereas fine particles would be dispersed over greater distances from the construction site.

The SCAQMD has established Rule 403: Fugitive Dust, which would require the Construction Contractor to implement measures that would reduce the amount of particulate matter generated during the construction period. The Rule 403 measures that were incorporated in this analysis include:

- Watering active sites at least twice daily (locations where earth disturbance is to occur shall be thoroughly watered prior to earthmoving).

- Covering all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reducing traffic speeds on all unpaved roads to 15 miles per hour or less.

In addition to dust-related PM₁₀ emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, sulfur oxides (SO_x), NO_x, VOCs, and some soot particulate (PM_{2.5} and PM₁₀) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles idle in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

The California Emissions Estimator Model version 2022.1 (CalEEMod) computer program was used to calculate emissions from on-site construction equipment and emissions from worker and vehicle trips to and from the construction areas within the proposed project limits. This analysis assumes that construction would begin in January 2026 and would occur for approximately 160 working days, ending in August 2026. The proposed project would include the export of 375 cubic yards of soil during the grubbing and land clearing phase and 2,757 cubic yards of soil during the grading and excavation phase, which was included in CalEEMod. The proposed project would also include approximately 161,627 square feet of road and pavement demolition, which was also included in CalEEMod. This analysis assumed compliance with SCAQMD Rule 403 measures. All other construction details are not yet known; therefore, default assumptions (e.g., construction equipment, construction hauling and vendor truck trips, and construction trip lengths and fleet activities) from CalEEMod were used.

Construction emissions were estimated for the proposed project using CalEEMod and are summarized in Table 4.3.D below.

Table 4.3.D: Short-Term Regional Construction Emissions

Construction Phase	Maximum Daily Regional Pollutant Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	Total PM ₁₀	Total PM _{2.5}
Maximum Daily Emissions	3.6	30.5	38.7	0.1	9.1	1.9
SCAQMD Threshold	75	100	550	150	150	55
Significant?	No	No	No	No	No	No

Source: Compiled by LSA (August 2024).

CO = carbon monoxide

lbs/day = pounds per day

NO_x = nitrogen oxides

PM_{2.5} = particulate matter less than 2.5 microns in size

PM₁₀ = particulate matter less than 10 microns in size

SCAQMD = South Coast Air Quality Management District

SO_x = sulfur oxides

VOC = volatile organic compounds

As shown in Table 4.3.D, the proposed project would not exceed the significance criteria for daily VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5} emissions. Therefore, construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State Ambient Air Quality Standards (AAQS).

Operation. Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., electricity), and area sources (e.g., landscape maintenance equipment use) related to the proposed project. The proposed project would improve the

intersections of Yorba Linda Boulevard and Imperial Highway and Yorba Linda Boulevard and Lakeview Avenue within an approximately 0.28-mile segment of Yorba Linda Boulevard. Improvements would include modifications to the eastbound and westbound lanes on Yorba Linda Boulevard, the proposed lane additions, modifications to the northerly and southerly curb lines, restriping, and modifications to existing medians, sidewalks, and utilities, as well as current and proposed locations of relevant streetscape features. As discussed in the Traffic Impact Analysis¹⁷ prepared for the proposed project, upon completion of construction activities, operation of the proposed project would not result in a significant traffic impact at the study intersections, and the Level of Service (LOS) traffic designation would remain the same as with the existing conditions. In addition, the proposed three additional turn lanes would not add through capacity. Therefore, no additional trips are anticipated due to implementation of the proposed project. As such, the proposed project would not result in an increase in the generation of vehicle trips or vehicle miles traveled (VMT) that would increase air pollutant emissions.

The proposed project would also modify the existing traffic signals to account for the proposed turn lanes; however, the proposed project would not result in a substantial source of energy or area source emissions. In addition, streetlights would be retrofitted with light-emitting diode (LED) bulbs upon their re-installation along the new median, which would have lower energy usage than the bulbs currently being used within the project limits. Furthermore, utility relocations would not result in a substantial source of energy and water source emissions. After relocation, the proposed project would operate similarly to existing conditions. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State AAQS.

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

Less Than Significant Impact. Sensitive receptors are defined as people who have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential dwelling units. The closest sensitive receptors to the project limits include multifamily residential uses in the Yorba Linda Palms Apartments located adjacent to the south side of Yorba Linda Boulevard toward the east end of the project limits. Table 4.3.E shows the results of the LST analysis during project construction for a 4.3-acre site at a distance of 25 meters.

As detailed in Table 4.3.E, the proposed project would not result in an exceedance of a SCAQMD LST during project construction or operation. During construction, construction contractors would be required to implement measures to reduce or eliminate emissions by implementing SCAQMD Rule 403 dust control measures. In addition, the maximum daily emissions associated with project construction emissions are identified in Table 4.3.E and indicate the project would not exceed the significance criteria for VOC, NO, CO, SO_x, PM₁₀, or PM_{2.5} emissions. Therefore, the emissions associated with construction of the proposed project would not be expected to exceed the most stringent applicable federal or State ambient air quality standards. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set low to protect children, the elderly, and those with existing respiratory problems.

¹⁷ BKF Engineers, Inc. 2024. *Yorba Linda Widening Traffic Impact Study*. January 2024.

Table 4.3.E: Project Localized Construction Emissions

Source	Pollutant Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
On-Site Emissions	29.9	36.5	6.7	1.4
Localized Significance Threshold	204	1,183	10	6
Significant?	No	No	No	No

Source: Compiled by LSA (August 2024).

Note: Source Receptor Area 16, based on a 4.3-acre construction disturbance daily area, at a distance of 82 feet (25 meters) from the project boundary.

CO = carbon monoxide

PM_{2.5} = particulate matter less than 2.5 microns in size

lbs/day = pounds per day

PM₁₀ = particulate matter less than 10 microns in size

NO_x = nitrogen oxides

Therefore, given the temporary nature of short-term construction impacts, and the absence of any exceeded threshold of significance related to construction impacts, construction of the proposed project would not exceed SCAQMD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations. No significant health risk would occur from project construction emissions. Furthermore, as discussed above in Response 4.3(b), the proposed project's operational activities would not be considered significant. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations during project construction or operation.

Asbestos. The project limits are within Orange County, which is among the counties found to have serpentine and ultramafic rock, or naturally occurring asbestos in their soils.¹⁸ However, according to the California Geological Survey, no such rock has been identified in the vicinity of the project limits. As described above, the proposed project would undergo median/curb modifications, resurfacing, and utility relocations which would require asphalt demolition. As such, asphalt demolition may expose asbestos used in building materials; however, the proposed project would be required to comply with SCAQMD Rule 1403: Asbestos demolition and removal, which would help reduce asbestos exposure. Therefore, with compliance of SCAQMD Rule 1403, the potential risk related to asbestos during project construction is small and would be considered to be less than significant.

Based on the analysis presented above, impacts related to exposure of sensitive receptors to substantial pollutant concentrations would be less than significant, and mitigation is not required.

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

Less Than Significant Impact. Heavy-duty equipment within the project limits during construction would emit odors, primarily from equipment exhaust. However, the construction activity would cease after individual construction is completed. No other sources of objectionable odors have been identified for the proposed project.

SCAQMD Rule 402 regarding nuisances states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger

¹⁸ California Department of Conservation (DOC). California Geological Survey. n.d. Asbestos. Website: <https://www.conservation.ca.gov/cgs/minerals/mineral-hazards> (accessed January 15, 2024).

the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.” The proposed uses are not anticipated to emit any objectionable odors. Therefore, the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(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 (CDFW) or United States Fish and Wildlife Service (USFWS)?	☐	☐	☒	☐
(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 CDFW or USFWS?	☐	☐	☐	☒
(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 (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☒

The analysis presented in the following section is based upon the *Biological Resources Assessment* (BRA) prepared for the proposed project in March 2024. This assessment was prepared by a qualified biologist using a methodology consisting of a literature review, record search, and reconnaissance-level pedestrian field survey. The *Biological Resources Assessment* is included within this IS/MND as Appendix B.

Impact Analysis

(a) Would the project 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 (CDFW) or U.S. Fish and Wildlife Service (USFWS)?

Less Than Significant Impact. The proposed project limits consist of an existing roadway surrounded by residential and commercial development. However, there are landscaped areas within the project limits that contain ornamental non-native plant species. As stated above, a literature review was conducted in order to determine which special-status biological resources have the potential to occur on or within the general vicinity of the project limits. Specifically, a database search was conducted for the *Yorba Linda, California* United States Geological Survey (USGS) quadrangle. In addition, a reconnaissance-level pedestrian survey was conducted by a qualified biologist on January 29, 2024,

in order to document existing conditions and observe the presence of special-status biological resources within the project limits.

Common wildlife species observed within the project limits and the vicinity during the January 29, 2024, field survey include:

- Western fence lizard (*Sceloporus occidentalis*),
- American crow (*Corvus brachyrhynchos*),
- Red-tailed hawk (*Buteo jamaicensis*),
- Anna's hummingbird (*Calypte anna*),
- Song sparrow (*Melospiza melodia*), and
- House finch (*Haemorhous mexicanus*).

These species are commonly found within developed areas throughout Southern California and would not be considered special-status species.

One federally listed Threatened species; the coastal California gnatcatcher (*Polioptila californica californica*), was identified as potentially present within the vicinity of the project limits. However, it was determined that the existing environment within the project limits and the vicinity would be unsuitable for the coastal California gnatcatcher.

One non-listed special-status species, the American bumble bee (*Bombus pensylvanicus*), has a low probability of occurrence within the project limits. The project limits overlap with a California Natural Diversity Database (CNDDDB) record for American bumble bee, but the record dates back to 1953, and only one adult was collected. Further, this species was not observed within the project limits during the January 29, 2024, reconnaissance survey. Because the species was not observed and due to the developed nature of the project limits and surrounding land, impacts to this species are anticipated to be less than significant. No other non-listed special-status species identified in the literature review are expected to occur within the project limits or the vicinity due to historic and ongoing human-related disturbances leading to the lack of suitable habitat for these species.

Based on the analysis presented above, no federally or State Threatened or Endangered species are anticipated to be impacted by the proposed project due to the lack of suitable habitat and the developed conditions within the project limits. However, the project limits contain several ornamental trees that could potentially provide suitable nesting habitat for a variety of native and migratory protected bird species. Nesting bird species are protected by California Fish and Game Code Sections 3503, 3503.5, and 3800, and by the Migratory Bird Treaty Act (MBTA) (16 United States Code [USC] 703–711). To ensure compliance with these regulations, the proposed project shall implement Regulatory Compliance Measures (RCMs) BIO-1 through BIO-3, which set forth nest avoidance measures.

Because no special-status plant or animal species were observed within the project limits during the December 8, 2023, site visit, and with incorporation of RCMs BIO-1 through BIO-3, potential impacts to special-status species would be less than significant.

Regulatory Compliance Measures

- RCM BIO-1** **Construction Activity.** If possible, vegetation removal should be avoided during the nesting bird season (February 1–August 31). If the nesting bird season is unavoidable, prior to construction activities, including vegetation removal, a pre-construction nesting bird survey shall be conducted by a qualified biologist no more than 3 days (72 hours) prior to any construction activities and vegetation removal. Should nesting birds be found, an exclusionary buffer shall be established by the qualified biologist. The buffer shall be clearly marked in the field by construction personnel under guidance of the qualified biologist. No construction activities shall be allowed within this zone until the qualified biologist determines that the young have fledged, or the nest is no longer active.
- RCM BIO-2** **Tree Trimming and Removal.** To the greatest extent feasible, tree trimming/removal activities shall be performed outside of the nesting season for birds (February 1–August 31). If trimming or removal of trees during the nesting bird season cannot be avoided, a qualified biologist shall monitor tree trimming and removal activities.
- RCM BIO-3** **Night Work Lighting.** If possible, night work should be avoided during the nesting bird season (February 1–August 31). If night work (i.e., between dusk and dawn) is anticipated within 100 feet of an active bird nest and/or nest exclusionary buffer, night lighting shall be used only in areas of active work and focused on the direct area(s) of work and away from nesting locations to the greatest extent practicable. The qualified biologist may adjust the exclusionary buffer size to decrease the possibility of disturbance by night work, if warranted. This measure would minimize disturbance and prevent nest failure. If birds are showing signs of distress, such as flushing from their nests, work activities shall be modified to prevent the nest from being abandoned.

(b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS?

No Impact. According to the BRA, based upon a review of the United States Fish and Wildlife Service (USFWS) Wetlands Mapper online edition, the project limits in their current condition do not contain any riparian habitat or indicators thereof. Therefore, the proposed project would not 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 (CDFW) or USFWS. There would be no impact, and no mitigation is required.

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

No Impact. There are three key agencies that regulate activities within State and federally protected wetlands in California. The United States Army Corps of Engineers (USACE) Regulatory Branch regulates discharge of dredge or fill materials into “waters of the United States” pursuant to Section 404 of the Clean Water Act (CWA) and Section 10 of the Rivers and Harbors Act. The CDFW regulates alterations to streambed and bank under California Fish and Game Code Sections 1600 et seq., and the Santa Ana Regional Water Quality Control Board (RWQCB) regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act.

As stated in the BRA, no potential jurisdictional waters of the United States regulated by the USACE or RWQCB, or CDFW jurisdictional lakes, rivers, or streams are present within the project limits. Thus, there would be no project-related effects to jurisdictional waters. Further, based upon a review of the USFWS National Wetlands Inventory Mapper online edition, the project limits do not contain any wetlands or indicators thereof. Therefore, implementation of the proposed project would not have a substantial adverse effect on State or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. No impact would occur, and no mitigation is required.

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

Less Than Significant Impact. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

As previously stated, the project limits include a fully developed roadway and its adjacent areas are fully developed with residential and commercial uses. Wildlife species that occur in the project vicinity are therefore already adapted to the urban-wildland interface. The noise, vibration, light, dust, or human disturbance within construction areas would only temporarily deter wildlife from using areas in the immediate vicinity of construction activities. These indirect effects could temporarily alter migration behaviors, territories, or foraging habitats in select areas. However, these effects would be temporary in nature, and it is likely that wildlife already living in the area would re-establish their normal functions once all temporary construction effects have been removed. As the project limits are surrounded by existing urban development, the proposed project’s activities would not place any permanent barriers within any known wildlife movement corridors or interfere with habitat connectivity.

Further, as discussed above in Response 4.4(a), potential impacts to migratory birds would be less than significant with the proposed project's incorporation of the avoidance measures set forth in RCMs BIO-1 through BIO-3. Impacts of the proposed project related to interference with wildlife movement would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. As previously stated, the proposed project would necessitate the removal and replacement of trees within the project limits. Chapter 16.08 of the City of Yorba Linda's Municipal Code requires that no trees located within public right-of-way or individual vacant lots shall be cut down without a permit issued by the Community Development Director. Pursuant to this provision, the proposed project would not move forward with tree removal activities until a permit from the Community Development Director has been received.

Further, City Council Policy E-3, City Tree Removal and Replacement,¹⁹ contains requirements for the planting of new trees. According to Policy E-3, the determination of replanting locations and ratios should be based on the physical space available, number of healthy trees remaining in the immediate area, and Community Design Guidelines. The planting of replacement ornamental trees under the proposed project would adhere to the guidelines set forth in Policy E-3.

Because the proposed project would comply with applicable resource protection policies, including those pertaining to trees, impacts would be less than significant, and no mitigation is required.

(f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or State habitat conservation plan?

No Impact. Natural Community Conservation Plans (NCCPs) may be implemented that identify measures necessary to conserve and manage natural biological diversity within the planning area, while allowing compatible and appropriate economic development, growth, and other human uses. Orange County's Natural Community Conservation Plan and Habitat Conservation Plan (NCCP/HCP) was approved in 1996 under the State of California's NCCP program. The NCCP/HCP is intended to ensure the long-term survival of special-status coastal sage scrub-dependent plant and wildlife species, and certain other identified species and habitats while allowing for reasonable economic growth in accordance with State-sanctioned NCCP/HCP program guidelines.

Although the City of Yorba Linda has signed an enrollment agreement with the County of Orange (Central/Coastal) NCCP/HCP, the project limits not located within the planning boundaries of the NCCP/HCP, and the natural resources that are conserved/addressed by the NCCP/HCP are absent from the already developed site; therefore, no further analysis is required. Therefore, impacts within the NCCP Reserve would not occur under the proposed project.

¹⁹ City of Yorba Linda City Council. 2020. Policy: City Tree Removal and Replacement. June. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/4713/City-Council-Policy-E-3-City-Tree-Removal-and-Replacement?bidId=> (accessed March 22, 2024).

4.5 CULTURAL RESOURCES

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

Impact Analysis

This section is based on the information presented in the *Cultural Resources Study* prepared for the proposed project on March 18, 2024. The *Cultural Resources Study* includes the results of a records search through the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System (CHRIS) at California State University, Fullerton (CSUF) and additional research. The *Cultural Resources Study* is included as Appendix C to this IS/MND.

(a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant Impact. A review of online historic period aerial photographs and maps is presented in the *Cultural Resources Study*. A map from the mid-1890s, the earliest available, shows little development within the region. On a map from 1902, several structures are visible within the vicinity of the project limits, and additional development was visible by the mid-1930s. By 1946, an aerial photograph shows the present-day alignment of the Yorba Linda Boulevard roadway along with adjacent suburban development and orchards, while Imperial Highway was shown as being built and was complete by 1963. Aerial photographs from 1985 and 1992 show road improvements and widening to Yorba Linda Boulevard and Imperial Highway, respectively. As time passed, more suburban development occurred within the vicinity.

In order to identify any potentially present historic resources within the project limits, a records search was conducted at the SCCIC of the CHRIS located at CSUF. The SCCIC is the official repository of cultural resources records for Orange County. The records search, conducted on June 7, 2023, included a review of all recorded historic-period and prehistoric cultural resources within a 0.25-mile radius of the project limits, as well as a review of known cultural resources surveys and excavation reports.

The record search showed that eight previous cultural resource studies have been conducted within 0.25-mile of the project limits, two of which contained an overlap with the project limit boundaries. While none of the reports documented the presence of cultural resources within the project limits, four historic-period built environment resources were identified within 0.25 mile of the project limits.

All four of the historic-period built environment resources date from to early 20th century, consisting of three residences and one commercial building. Two of the residences (P-20-120210 and P-30-160211) are listed on the National Register of Historic Places and the California Register of

Historic Resources, while the other two were evaluated and found not to be significant. P-30-160210 is a single-family residence built in 1912, which served as the birthplace of former president Richard M. Nixon in 1913. Therefore, this structure is listed for its association with a historical figure. P-30-160211 is a commercial railroad depot constructed by the Southern Pacific Electric Railway in 1911, listed for its association with early-period transportation and rail commerce.

Because these two listed historic resources are found outside of the project limits, the proposed project would not adversely affect them in any way. Further, based on the records search and previous cultural studies, there are no historic resources present within the project limits or in close proximity to the project limits. As such, impacts to historic resources would be less than significant, and no mitigation is required.

(b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact. The soils underlying the proposed project have been previously disturbed by development of the existing Yorba Linda Boulevard roadway and surrounding land uses. As stated above, in order to identify any potentially present archaeological resources within the project limits, a records search was conducted at the SCCIC on January 10, 2024.

The records search showed that no prehistoric resources have been recorded within the project limits or within an 0.25-mile radius of the project limits. Further, the *Cultural Resources Study* determined that the fully developed character of the proposed project has led to completely disturbed sediment underlying the project limits, and virtually no potential exists for the project to result in the discovery of archaeological resources in preserved conditions. Therefore, the proposed project would have less than significant impacts relating to archaeological resources, and no mitigation is required.

(c) Would the project disturb any humans remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. The area within the project limits is not known to be located near or adjacent to any formal cemeteries, and there are no known human remains interred within the project limits. Additionally, as is indicated previously, due to the developed nature of the project limits, the likelihood of encountering buried cultural resources within the project limits is very low. However, buried and undiscovered archaeological remains, including human remains, may be present below the ground surface in portions of the project limits. Disturbing human remains could violate the State's Health and Safety Code, as well as destroy the resource. In the unlikely event that human remains are encountered during project grading, the construction contractor, the City of Yorba Linda, and the County are required to adhere to California Code of Regulations (CCR) Section 15064.5(e), Public Resources Code (PRC) Section 5097, and Section 7050.5 of the State's Health and Safety Code. To ensure proper treatment of burials in the event of an unanticipated discovery of a burial, human bone, or suspected human bone, the law requires that all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the contractor immediately notify the County Coroner of the find. 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) to determine the proper actions to be taken. Compliance with these provisions, as specified in Regulatory Compliance Measure (RCM) CUL-1, would ensure that any potential impacts to unknown buried human remains would be less than significant by ensuring

appropriate examination, treatment, and protection of human remains as required by State law. No mitigation is required.

Regulatory Compliance Measure

RCM CUL-1

Human Remains. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the Orange County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). 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 Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the City of Yorba Linda (City), 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 nondestructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the City Director of Public Works, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

4.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(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?	☐	☐	☒	☐

The City of Yorba Linda and the project limits are located within the service territory of Southern California Edison (SCE). SCE provides electricity to more than 15 million people in a 50,000-square-mile area of Central, Coastal, and Southern California.²⁰ According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2022 was 85,870 gigawatt-hours (GWh) (31,604 GWh for the residential sector and 54,266 GWh for the non-residential sector). Total electricity consumption in Orange County in 2022 was 20,243.7 GWh (20,243,721,856 kilowatt-hours [kWh]).²¹

Natural gas for the City of Yorba Linda is provided by Southern California Gas Company (SoCalGas). SoCalGas provides natural gas services to around 21.1 million consumers across 500 communities.²² According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2022, the most recent year available, was 85,870 gigawatt-hours (GWh). Total electricity consumption in Orange County in 2022 was 20,243.7 GWh (20,243,721,856 kilowatt hours [kWh]).²³

Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles. According to the most recent data available, total gasoline consumption in California was 316,425 thousand barrels or 1,597.6 trillion British thermal units (BTU) in 2022.²⁴ Of the total gasoline consumption, 299,304 thousand barrels or 1,511.2 trillion BTU were consumed for transportation.²⁵ Based on fuel consumption obtained from EMFAC2021, 157.1 million gallons of diesel and 1.2 billion gallons of gasoline were estimated to be consumed from vehicle trips in Orange County in 2024.

²⁰ Southern California Edison (SCE). 2020. About Us. Website: <https://www.sce.com/about-us/who-we-are> (accessed July 2024).

²¹ CEC. 2020a. Electricity Consumption by County and Entity. Website: <http://www.ecdms.energy.ca.gov/elecbycounty.aspx> and <http://www.ecdms.energy.ca.gov/elecbyutil.aspx> (accessed July 2024).

²² Southern California Gas (SoCalGas). n.d. Company Profile. Website: <https://www.socalgas.com/about-us/company-profile> (accessed August 2024).

²³ CEC. 2020b. California Energy Consumption Database. Website: <http://www.ecdms.energy.ca.gov/> (accessed August 2024).

²⁴ A British thermal unit is defined as the amount of heat required to raise the temperature of one pound of water by one degree Fahrenheit.

²⁵ U.S. Energy Information Administration. 2021. California State Profile and Energy Estimates. Table F3: Motor gasoline consumption, price, and expenditure estimates, 2021. Website: eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_mg.html&sid=CA (accessed August 2024).

Impact Analysis

(a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Less Than Significant Impact. The proposed project consists of roadway improvements and therefore would not substantially increase the demand for electricity and gasoline when compared to existing site conditions. The discussion and analysis provided below is based on the data included in the CalEEMod output, which is included as Appendix A to this IS/MND.

Construction-Period Energy Use. Construction of the proposed project is anticipated to commence in January 2026 and would occur for approximately 160 working days, ending in August 2026. Construction activities would include grubbing and land clearing, grading and excavation, drainage, utilities, and sub-grade, and paving activities.

Construction and demolition activities would require energy for the manufacture and transportation of construction materials, preparation of the site for grading and development activities, and development of the proposed project. All or most of this energy would be derived from non-renewable resources. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. Construction of the proposed project would not involve the consumption of natural gas because it is assumed that none of the construction-related equipment would be powered by natural gas.

Construction activities are not anticipated to result in an inefficient use of energy because gasoline and diesel fuel would be supplied by construction contractors who would conserve the use of their supplies to minimize their costs on the proposed project. Energy usage within the project limits during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, construction energy impacts would be less than significant.

Operational Energy Use. Operational energy use is typically associated with natural gas use, electricity consumption, and fuel used for vehicle trips associated with the project.

The proposed project would improve operations along Yorba Linda Boulevard as it intersects with Imperial Highway and Lakeview Avenue in order to address the existing and future congestion at these intersections. Proposed improvements include lane conversions, additional lanes, curb modifications, median modifications, traffic signal modifications, utility relocations, restriping, and retaining wall construction. As discussed in Section 4.17, Transportation, upon completion of construction activities, operation of the proposed project would not change existing traffic volumes and no additional trips are anticipated due to implementation of the proposed project; as such, the proposed project is not expected to generate a substantial increase in fuel used for vehicle trips. In addition, existing streetlights along the Yorba Linda Boulevard median would be removed and retrofitted with light-emitting diode (LED) bulbs upon their re-installation along the new median. As such, the project would also not result in a substantial source of energy. Therefore, implementation of the proposed project would not result in additional energy consumption. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant, and no mitigation measures would be necessary.

(b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. As indicated above, energy usage within the project limits during construction would be temporary in nature. In addition, once operational, the proposed project would not result in additional energy consumption. As such, the proposed project would not conflict with California's energy conservation plans as described in the CEC's 2023 Integrated Energy Policy Report. Thus, as shown above, the proposed project would avoid or reduce the inefficient, wasteful, and unnecessary consumption of energy and would not result in any irreversible or irretrievable commitments of energy. Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. Impacts would be less than significant, and no mitigation measures would be necessary.

4.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
(b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in 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?	☐	☒	☐	☐

The analysis presented in the following section is based upon the *Geotechnical Evaluation* and the *Paleontological Resources Memorandum* (Paleo Memo) prepared for the proposed project, which are included within this IS/MND as Appendices D and E, respectively.

Impact Analysis

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

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

Less Than Significant Impact. According to the *Geotechnical Evaluation*, the project limits are located within the central block, one of four blocks within the Los Angeles Basin, in the Peninsular Ranges Geomorphic Province of California. The central block can be generally characterized by uplifted hills and low-lying plains.

Based on a review of seismic hazard maps, geologic literature, and geologic maps presented in the *Geotechnical Evaluation*, the project limits are not located within a State of California Earthquake Fault (Alquist Priolo) Zone, and no active faults are known to cross within the project limits.

Because there are no known active or potentially active faults or fault traces shown on current geologic maps as crossing or being in close proximity to the project limits, the risk of ground rupture within the project limits is very limited. In addition, the proposed project includes roadway improvements and would not include the construction of any new structures that could accommodate human occupancy. Therefore, potential for 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 is less than significant. No mitigation is required.

ii. Strong seismic ground shaking?

Less Than Significant Impact. Ground shaking due to seismic events (earthquakes) would typically be considered the greatest source of potential damage to structures. Seismic shaking is characterized by the physical movement of the land surface during and subsequent to an earthquake. Seismic shaking has the potential to cause destruction and damage to buildings and property, including damage resulting from damaged or destroyed gas or electrical utility lines; blockage of surface seepage and groundwater flow; changes in groundwater flow; dislocation of street alignments; displacement of drainage channels and drains; and possible loss of life. In addition, ground shaking can induce several kinds of secondary seismic effects, including liquefaction, differential settlement, and landslides, all of which are described below.

The intensity of seismic shaking during an earthquake depends largely on geologic formation conditions of the materials comprising the upper several hundred feet of the earth's surface. The greatest amplitudes and longest durations of ground shaking occur on thick, water-saturated, unconsolidated alluvial sediments. Ground shaking can also cause ground failure or deformation due to lurching and liquefaction.

As previously discussed, the project limits are not located within a currently designated Alquist-Priolo Earthquake Fault Zone. Nevertheless, the proposed project could still be subject to seismic ground shaking from faults outside of the project limits. According to the *Geotechnical Evaluation*, the project limits are located within the general vicinity of active faults capable of producing a maximum moment magnitude of 6.0 or more, which could cause the area within the project limits to experience strong seismic ground shaking. However, the proposed project's compliance with State and City of Yorba Linda seismic requirements would minimize the risk of loss, injury, or death resulting from strong ground shaking originating from faults outside the project limits. For example, the proposed project would be required to comply with the California Building Code (CBC), which sets forth specifications for concrete and other components of the proposed project.

Further, the proposed project would improve travel conditions along an existing roadway and does not propose any new inhabitable structures that would place humans at risks associated with seismic ground shaking. Based on the nature of the proposed project, and with adherence to seismic engineering and design criteria, seismic ground shaking hazards at the proposed project would be less than significant, and no mitigation is required.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is caused by sudden temporary increases in pore water pressure due to seismic densification or other displacement of submerged granular soils. Layers of loose sand and sandy silt may, therefore, be subject to liquefaction if these materials are or were to become submerged and are also exposed to strong seismic ground shaking. Seismic ground shaking of relatively loose granular soils that are saturated or submerged can cause the soils to liquefy and temporarily behave as a dense fluid. This loss of support can produce local ground failure such as settlement or lateral spreading that may damage overlying improvements. Liquefaction commonly occurs when three conditions are present simultaneously: (1) high groundwater; (2) relatively loose, cohesion-lacking (sandy) soil; and (3) earthquake-generated seismic waves.

According to the *Geotechnical Evaluation* prepared for the proposed project, the area within the project limits is not located within an area mapped by the California Geological Survey as subject to seismically induced liquefaction hazards. This determination is supported by Exhibit PS-2, Liquefaction Zones, of the City of Yorba Linda's General Plan Public Health and Safety Element,²⁶ which does not identify the area within the project limits as being prone to liquefaction.

Further, the *Geotechnical Evaluation* discusses exploratory borings being conducted for the proposed project that reached a total depth of approximately 41.5 feet below ground surface (bgs) and did not encounter any groundwater supplies. Based on regional maps, historic high depth to groundwater has been greater than 30 feet bgs. According to groundwater monitoring well data from the State of California Department of Water Resources (DWR) Geotracker website,²⁷ groundwater was measured at a depth of approximately 65 feet bgs in 2023. Though groundwater levels can fluctuate, this information generally suggests that the project limits do not contain groundwater near the ground surface, and therefore lacks this precursor to liquefaction risk.

In addition, the soils underlying the project limits were determined to consist of relatively dense granular soils and hard fine-grained soils, which do not fit the characteristics of soils prone to liquefaction. Therefore, in addition to not being identified as subject to liquefaction risk in applicable geologic documentation, the project limits lack the conditions that indicate liquefaction risk. Based on these factors, in addition to the fact that the proposed project includes roadway improvements marking the continuation of an existing use and would not include the construction or rehabilitation of structures for human occupancy, the proposed project would have less than significant impacts related to liquefaction. No mitigation is required.

iv. Landslides?

Less Than Significant Impact. Landslides and mudslides include the movement of soils, rocks, and other man-made or natural materials downslope, which can be caused by an earthquake or heavy rainfall.

²⁶ City of Yorba Linda. 2016. General Plan Public Health and Safety Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/473/2016-GP-Public-Health-and-Safety-Element?bidId=> (accessed March 12, 2024).

²⁷ State Water Resources Control Board (SWRCB). GeoTracker Database. Website: <https://geo.tracker.waterboards.ca.gov/> (accessed April 5, 2024).

Figure PS-3, Landslide Zones, of the City's General Plan Public Health and Safety Element²⁸ highlights the portions of the City at risk of landslides due to geological conditions. Figure PS-3 does not identify the project limits as an area susceptible to landslides. No other relevant geologic hazard maps discussed within the *Geotechnical Evaluation* identify potential landslide hazards within the project limits.

In addition, the project limits generally consist of level terrain. The project limits contain one sloped area just south of Yorba Linda Boulevard descending toward a parking structure; however, a majority of this slope would be replaced by a proposed retaining wall approximately 6.5 feet from the existing face of the parking structure, which would prevent any downslope movement of soils or other materials. Further, observations of the slope conducted as part of the *Geotechnical Evaluation* determined that no evidence of instability exists under current conditions.

The proposed project would not introduce any new topographical features or elements that would increase the risk of landslide within the project limits or the vicinity. Further, the proposed project includes improvements of an existing roadway and would not include the construction or rehabilitation of structures for human occupancy. Based on this information and the analysis presented above, potential for the exposure of people or structures to possible substantial adverse effects related to landslides would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. The primary concern in regard to soil erosion or loss of topsoil would be during the construction phase of the proposed project. Grading and earthwork activities associated with the improvements to Yorba Linda Boulevard would require excavation and grading activities and could temporarily expose soils to potential short-term erosion by wind and water. However, since the project limits are relatively flat, potential soil erosion can be controlled via implementation of standard construction erosion control practices such as the use of water to prevent fugitive dust. Because the surface areas within the project limits would not be prone to erosion with implementation of erosion control practices, the proposed project would not result in substantial soil erosion or the loss of topsoil. Furthermore, the exposure of soils during construction would be short-term and subject to requirements established by the National Discharge Elimination Systems (NPDES), which are discussed further in Section 4.10, Hydrology and Water Quality, of this IS/MND.

Upon completion, the proposed project would result in an increase in impervious area of approximately 0.13-acre and a net increase in stormwater runoff; however, stormwater runoff generated by the proposed project would continue to drain to the eight curb inlets serving the project limits as described further in Section 4.10, Hydrology and Water Quality, of this IS/MND. The proposed project's implementation would not substantially increase the volume of runoff from the project limits because the proposed project would result in a nominal increase in impervious surface area. In addition, the proposed project's design includes landscaped pervious areas intended to capture stormwater runoff. Incorporation of Regulatory Compliance Measures (RCM) HYD-1 through HYD-4, discussed further in Section 4.10, Hydrology and Water Quality, of this IS/MND, would minimize the

²⁸ City of Yorba Linda. 2016. General Plan Public Health and Safety Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/473/2016-GP-Public-Health-and-Safety-Element?bidId=> (accessed March 12, 2024).

volume of runoff within the project limits that could potentially contribute to erosion. Therefore, direct and indirect impacts related to erosion and loss of topsoil would be less than significant, and no mitigation would be required.

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

Less Than Significant Impact. The project limits consist of existing paved roadways that are not known to be unstable. As previously stated, substantial liquefaction- or landslide-related risks do not exist within the project limits based on site characteristics and a review of existing hazard maps presented in the *Geotechnical Evaluation*.

Lateral spreading often occurs on very gentle slopes or flat terrain. The dominant mode of movement is lateral extension accompanied by shear or tensile fracture. This failure is caused by liquefaction and is usually triggered by rapid ground motion, such as that experienced during an earthquake. Because the area within the project limits is not subject to any substantial liquefaction risks, the likelihood of lateral spreading within the project limits is also considered low and does not pose any significant risks.

Subsidence refers to broad-scale changes in the elevation of land. Common causes of land subsidence are overpumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils (hydro compaction). Overpumping and excessive groundwater withdrawal, or other precursors to subsidence, are not known to have occurred within the project limits and the project limits do not include any oil, gas, or water pumps. Further, the *Geotechnical Evaluation* states that the depth to groundwater and density of soils within the project limits suggest a lack of subsidence risk. As such, the proposed project's potential impacts related to unstable soils or geologic units would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. Expansive soils are characterized by their ability to undergo substantial volume changes (shrink or swell) due to variations in moisture content as a result of precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors. Expansive soils contain types of clay minerals that occupy considerably more volume when they are wet or hydrated than when they are dry or dehydrated. Volume changes associated with changes in the moisture content of near-surface expansive soils can cause uplift or heave of the ground when they become wet or, less commonly, cause settlement when they dry out.

As previously discussed, the project limits consist of existing roadways including medians, curbs, and landscaped areas, and the majority of the area is paved. The soils within the project limits, which currently support the existing roadway uses, are compacted and disturbed. According to the *Geotechnical Evaluation* prepared for the proposed project, existing soils underlying the project limits should be suitable for use as general fill and trench backfill, though imported soils would likely be needed for fill beneath footings or retaining wall backfill. In compliance with existing standards for structural fill, any soils imported into the project limits would be non-expansive, and would be

conditioned prior to placement in order to ensure optimal moisture conditions. Based on this compliance, the proposed project's impacts related to expansive soils would be less than significant, and no mitigation is required.

Regulatory Compliance Measure

RCM GEO-1

Imported Soil Standards. Imported soils used for structural backfill shall be comprised of granular, non-expansive soil that conforms to the latest edition of "Greenbook" Standard Specifications for Public Works Construction. "Non-expansive" can be defined as soil having an expansion index (EI) of 20 or less in accordance with American Society for Testing and Materials (ASTM) Standard D4829, last updated January 2021.

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

No Impact. The proposed project is an improvement to the existing roadway and does not include the construction of, or connections to, a septic or alternative wastewater disposal system. Therefore, the proposed project would not result in impacts related to the soil's capability to adequately support the use of septic tanks or alternative wastewater disposal systems, and no impacts would occur.

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

Less Than Significant with Mitigation Incorporated. During preparation of the *Paleontological Resources Memorandum* (Paleo Memo) prepared for the proposed project (refer to Appendix E of this IS/MND), a review of geologic maps of the project limits and relevant geological and paleontological literature was conducted in order to determine which geologic units are present within the project limits and whether fossils have been recovered within the project limits or from similar geologic units elsewhere in the region. In addition, a fossil locality search was conducted through the Natural History Museum of Los Angeles County (NHMLAC) to determine the status and extent of previously recorded paleontological resources within and surrounding the project limits. According to the Paleo Memo, the fossil locality search did not identify any known fossil localities or other paleontological resources within the boundaries of the project limits. As such, no known paleontological resources exist within the project limits. However, the search noted a number of fossil localities in the region from Pleistocene-age sediments similar to those found within the project limits, as described below.

The project limits contain Artificial Fill, which has no paleontological sensitivity; Young Alluvial Fan Deposits, which have low paleontological sensitivity above a depth of 10 feet and a high sensitivity below that mark; and Very Old Alluvial Fan Deposits, which have high paleontological sensitivity. Excavation activities associated with the proposed project are expected to reach a depth of 32 feet within sediments of both the Young Alluvial Fan Deposits and Very Old Alluvial Fan Deposits. Development of the proposed project is thus expected to extend into paleontologically sensitive sediments and has the potential to impact scientifically significant paleontological resources.

To ensure that potential impacts to undiscovered paleontological resources remain less than significant, preparation of a Paleontological Resources Impacts Mitigation Program, paleontological

monitoring of construction activities, appropriate treatment of newly discovered resources, and preparation of a final paleontological monitoring report would be required, as outlined in the Paleo Memo and combined under Mitigation Measure (MM) GEO-1

Mitigation Measures

Compliance with the following MM GEO-1 would ensure that potential adverse impacts related to inadvertent paleontological discoveries would be less than significant.

MM GEO-1

A paleontologist who meets the qualifications established by the Society of Vertebrate Paleontology (SVP) shall be retained to develop a Paleontological Resources Impact Mitigation Program (PRIMP) for this project. The PRIMP shall be consistent with the standards of the SVP and 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 grading.

Excavation and grading activities in deposits with high paleontological sensitivity (i.e., Young Alluvial Fan Deposits below a depth of 10 feet and 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 paleontological sensitivity (i.e., 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 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 or paleontological monitor shall be contacted to assess the find for scientific significance. If determined to be scientifically significant, the fossil shall be collected from the field.

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.

4.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(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?	☐	☐	☒	☐

The analysis presented in the following section is based upon the Air Quality and Greenhouse Gas Emissions Technical Memorandum (AQ/GHG Memo) prepared for the proposed project, which involved emissions modeling using the California Emissions Estimator Model version 2022.1 (CalEEMod) computer program. The AQ/GHG Memo is included within this IS/MND as Appendix A.

Greenhouse Gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or form from secondary reactions taking place in the atmosphere. Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which is believed to be causing global warming. Although manmade GHGs include naturally occurring GHGs such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), some gases like hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), nitrogen trifluoride (NF₃), and sulfur hexafluoride (SF₆) are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere (“atmospheric lifetime”). The GWP of each gas is measured relative to CO₂, the most abundant GHG; the definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO₂ over a specified time period. GHG emissions are typically measured in terms of pounds or tons of “CO₂ equivalents” (CO₂e).

State CEQA Guidelines Section 15064(b) provides that the “determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data,” and further states that an “ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting.” Currently, there is no Statewide GHG emissions threshold that has been

used to determine the potential GHG emissions impacts of a project. Threshold methodology and thresholds are currently developed and revised by air districts in California.

Impact Analysis

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

Less Than Significant Impact.

Construction. Construction activities associated with the proposed project would produce combustion emissions from various sources. Construction would emit GHGs through the operation of construction equipment and from worker and builder supply vendor vehicles for the duration of the approximately 160-day construction period. The combustion of fossil-based fuels creates GHGs such as CO₂, CH₄, and N₂O. Furthermore, the fueling of heavy equipment emits CH₄. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change. Table 4.8.A shows CO₂e emissions calculations per construction year.

Table 4.8.A: Construction Greenhouse Gas Emissions

Construction Year	Greenhouse Gas Emissions, CO ₂ e (metric tons per year)
Total Project Emissions	463.9
Construction Emissions Amortized over 30 years	15.4

Source: Compiled by LSA (August 2024).

Note: Numbers may not appear to add correctly due to rounding.

CO₂e = carbon dioxide equivalent

As indicated in Table 4.8.A, it is estimated that the proposed project would generate 463.9 metric tons of “CO₂ equivalents” (MT CO₂e) during construction. When amortized over the 30-year life of the proposed project, annual emissions would be 15.4 MT CO₂e. As indicated above, the South Coast Air Quality Management District (SCAQMD) does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are required to quantify and disclose GHG emissions that would occur during construction. The SCAQMD then recommends that construction GHG emissions be amortized over the life of the project (defined as 30 years), added to the operational emissions, and compared to the applicable GHG significance threshold tier. However, as further discussed below, the operational activities associated with the proposed project would not be expected to increase over the baseline existing levels of activity. Construction emissions are temporary and would cease to occur after the construction period; therefore, the proposed project would not result in the generation of substantial GHG emissions associated with demolition and construction activities.

Operation. Long-term GHG emissions are typically generated from mobile sources (e.g., cars, trucks, and buses), area sources (e.g., maintenance activities and landscaping), and indirect emissions from sources associated with energy consumption. The proposed project would generate mobile-source GHG emissions from project-generated vehicle and truck trips traveling to and from the project limits. Area-source emissions would be associated with activities such as landscaping and maintenance within the project limits. Energy source emissions would be associated with street lighting.

As discussed in Chapter 2.0, Project Description, of this IS/MND, the proposed project would improve an approximately 0.28-mile segment of the intersections of Yorba Linda Boulevard and Imperial Highway and Yorba Linda Boulevard and Lakeview Avenue. Improvements would include modifications to the eastbound and westbound lanes on Yorba Linda Boulevard, the proposed lane reconfigurations, modifications to the northerly and southerly curb lines, restriping, and modifications to existing medians, sidewalks, and utilities, as well as current and proposed locations of relevant streetscape features. As discussed in the *Traffic Impact Analysis*²⁹ prepared for the proposed project, upon completion of construction activities, operation of the proposed project would not result in a significant traffic impact at the study intersections and the Level of Service (LOS) traffic designation would remain the same as with the existing conditions. In addition, the three additional turn lanes being proposed would not be expected to add through capacity. Therefore, no additional trips are anticipated due to implementation of the proposed project. As such, the project would not result in an increase in the generation of vehicle trips or vehicle miles traveled (VMT) that would increase air pollutant emissions. The proposed project would also modify the existing traffic signals to account for the proposed turn lanes; however, this energy use is expected to be minimal during the operational period and similar to existing conditions. In addition, streetlights would be retrofitted with light emitting diode (LED) bulbs upon their re-installation along the new median, which would have a lower energy usage than the bulbs currently being used within the project limits. Furthermore, utility relocations would not result in a substantial source of energy and water source emissions. After relocation, the proposed project would operate similar to existing conditions. Therefore, the project would not be a substantial source of energy, area, waste, or water source emissions, or generate GHG emissions that would have a significant impact on the environment. Impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. The AQ/GHG Memo analyzed the proposed project for consistency with the goals of the California Air Resources Board (CARB) 2022 Scoping Plan and the Southern California Association of Governments (SCAG) Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal 2024).

2022 Scoping Plan. The following discussion evaluates the proposed project according to the goals of the 2022 Scoping Plan, Executive Order (EO) B-30-15, Senate Bill (SB) 32, Assembly Bill (AB) 197, and AB 1279.

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan,³⁰ to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. SB 32 builds on AB 32 and keeps California on the path toward achieving its Statewide 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to the CARB related to the

²⁹ BKF Engineers, Inc. *Yorba Linda Widening Traffic Impact Study*. January 2024.

³⁰ California Air Resources Board (CARB). 2017. *California's 2017 Climate Change Scoping Plan*. November.

adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

In addition, the 2022 Scoping Plan assesses progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-emission as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards, pursue additional efficiency efforts including new technologies and new policy and implementation mechanisms, and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. The proposed project would also modify the existing traffic signals to account for the proposed turn lanes; however, this energy use is expected to be minimal during the operational period and similar to existing conditions. In addition, streetlights would be retrofitted with energy-efficient LED bulbs upon their re-installation along the new median. Therefore, the proposed project would not conflict with applicable energy measures.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. The project would not be a substantial source of water source emissions. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to develop regional GHG emissions reduction targets for passenger vehicles. Specific regional emission targets for transportation emissions would not directly apply to the proposed project. The second phase of Pavley standards is currently in effect to reduce GHG emissions from new cars by 34 percent from 2016 levels by 2025. As identified above, no additional trips are anticipated due to implementation of the proposed project. Therefore, the proposed project would not conflict with the identified transportation and motor vehicle measures presented in the 2022 Scoping Plan.

Connect SoCal 2024. SCAG’s Connect SoCal 2024 identifies land use strategies that focus on new housing and job growth in areas served by high quality transit and other opportunity areas that would be consistent with a land use development pattern that supports and complements the proposed transportation network. The core vision in Connect SoCal 2024 is to better manage the existing transportation system through design management strategies, integrate land use decisions and technological advancements, create complete streets that are safe to all roadway users, preserve the transportation system, and expand transit and foster development in transit oriented communities. Connect SoCal 2024 contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as forecast development that is generally consistent with regional-level general plan data. The forecasted development pattern, when integrated with the financially constrained transportation investments identified in the 2020–2045 RTP/SCS, would reach the regional target of reducing GHG emissions from autos and light-duty trucks by 19 percent by 2035 (compared to 2005 levels). Connect SoCal 2024 does not require that local General Plans, Specific Plans, or zoning be consistent with Connect SoCal 2024, but provides incentives for consistency for governments and developers.

Implementing Connect SoCal 2024 will greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emissions reduction targets. The proposed project does not meet the criteria identified in *State CEQA Guidelines* Section 15205.b.2 (Projects of Statewide, Regional, or Areawide Significance) for projects of statewide, regional, or areawide significance. In addition, the proposed project would not require a change to the City’s current General Plan land use designations or current zoning, and would therefore be consistent with the City’s General Plan and Zoning Ordinance. As such, the proposed project would not interfere with SCAG’s ability to achieve the region’s GHG reduction target of 19 percent below 2005 per capita emissions levels by 2035. Furthermore, the proposed project is not regionally significant per *State CEQA Guidelines* Section 15206 and as such, it would not conflict with the targets set forth in SCAG’s Connect SoCal 2024 since those targets were established and are applicable on a regional level.

Based on the nature of the proposed project, it is anticipated that implementation of the proposed project would not conflict with identified transportation and motor vehicle measures presented in the 2022 Scoping Plan, and would not interfere with SCAG’s ability to implement the regional strategies outlined in Connect SoCal 2024. Impacts pertaining to conflict with applicable GHG-related plans would therefore be less than significant, and no mitigation is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(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?	☐	☐	☐	☒

Impact Analysis

(a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap, and are defined as being toxic, corrosive, flammable, reactive, and an irritant or strong sensitizer.³¹ Hazardous substances include all chemicals regulated under the United States Department of Transportation’s (USDOT) “hazardous materials” regulations and the United States Environmental Protection Agency (USEPA) “hazardous waste” regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials are affected by the type of substance, the quantity used or managed, and the nature of the activities and operations.

³¹ A “sensitizer” is a chemical that can cause a substantial proportion of people or animals to develop an allergic reaction in normal tissue after repeated exposure to a chemical (United States Department of Labor 2017).

The proposed project is a roadway improvement project and would not involve the routine transport, use, or disposal of hazardous materials. No manufacturing, industrial, or other uses that handle large amounts of hazardous materials would occur within the project limits. Operations of the proposed project would be limited to vehicular use of the roadway, which would involve minimal amounts of hazardous materials.

During construction of the proposed project, hazardous materials such as fuel, lubricants, paint, sealants, and adhesives would be transported and used within the project limits. The proposed project would be required to comply with federal, State, and local regulations regarding the transportation, use, and disposal of hazardous materials, including preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) that requires implementation of control measures for hazardous materials releases in order to prevent contaminated runoff into nearby storm collection systems or waterways. Compliance with existing regulations and implementation of the SWPPP during construction would ensure that potential impacts associated with hazardous materials use, transport, and disposal are considered less than significant, and no mitigation is required.

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

Less Than Significant Impact. The potential for releasing hazardous materials into the environment would be limited to construction of the proposed project as well as vehicles on the roadway during operations. As previously stated, compliance with existing regulations and implementation of the SWPPP would reduce the potential for the release of hazardous materials during construction of the proposed project. Regardless, if a hazardous release were to occur, it would not be anticipated to result in a significant hazard to the public, surrounding land uses, or environment due to the small quantities of these materials associated with construction activities.

The potential associated with vehicular use of the roadway exists under current conditions and would not be substantially greater under the proposed project. Vehicles and trucks may transport hazardous substances that could spill and impact the roadway, adjacent properties, or resources. However, transport of hazardous materials is subject to strict regulations established by local police and fire departments trained in emergency response procedures for safely responding to accidental spills of hazardous substances on public roads, which further reduces impacts. Therefore, impacts of the proposed project associated with hazards from reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment would be similar to existing conditions and are considered less than significant.

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

Less Than Significant Impact. The closest school to the project limits is Friends Christian Academy, located approximately 0.13 mile south of Yorba Linda Boulevard at 5151 Lakeview Avenue. As previously stated, the proposed project is a transportation improvement project and is not anticipated to involve the routine transport, use, or disposal of hazardous materials. As such, the proposed project would result in less than significant impacts related to hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school, and no mitigation is required.

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

Less Than Significant Impact. Government Code Section 65962.5, or the Cortese List Statute, states that the California Department of Toxic Substances Control (DTSC) shall compile and maintain annually a list (Cortese List) of hazardous waste facilities subject to corrective action as part of the Health and Safety Code. This list is commonly referred to as the Cortese List. Cortese List data resources include the DTSC EnviroStor database, the State Water Resources Control Board (SWRCB) GeoTracker database, and other resources identified by the California Environmental Protection Agency (CalEPA).³²

According to the DTSC EnviroStor database, the project limits are not located on a federal Superfund site, State response site, voluntary cleanup site, evaluation site, school or military investigation site, tiered permit site, or corrective action site.³³ The closest site listed on EnviroStor to the project limits is the Lakeview Shopping Center/Lido Cleaners site, located 0.08 mile north of Yorba Linda Boulevard. This site was marked as an Evaluation in July 2001 and is not considered an active cleanup site. Further, several intervening structures exist between the Lido Cleaners site and the project limits. As such, a search of the EnviroStor database did not identify any active cleanup sites in the vicinity of the project limits that would create a significant hazard to the public or the environment.

A review of the SWRCB GeoTracker database indicated that several former Leaking Underground Storage Tank (LUST) cleanup sites exist within the vicinity of the project limits.³⁴ The closest LUST to the project limits is the Shell Oil site, located directly north of Yorba Linda Boulevard at 18503 Yorba Linda Boulevard. This site has been marked as “completed – case closed” as of August 12, 2015. Another LUST cleanup site located within a 0.25-mile radius of the project limits is the Tosco – 76 Site #5930, located approximately 0.06 mile north of Yorba Linda Boulevard at 18351 Imperial Highway. This site is also considered “completed – case closed” as of April 1, 2016. Other LUST cleanup sites, cleanup program sites, military cleanup sites, military privatized sites, or military Underground Storage Tank (UST) sites within the project limits’ vicinity are all marked as “completed – case closed” and therefore do not pose an active hazard to the project limits. The project limits are also not located on a list of solid waste disposal sites identified by the SWRCB with waste constituents above hazardous waste levels outside the waste management unit³⁵ or active cease and desist orders and cleanup and abatement orders.³⁶

³² California Environmental Protection Agency (CalEPA). 2024. Cortese List Data Resources. Website: <https://calepa.ca.gov/sitecleanup/corteselist/> (accessed January 17, 2024).

³³ California Department of Toxic Substances Control (DTSC). EnviroStor Database. Website: <https://www.envirostor.dtsc.ca.gov/public/> (accessed April 5, 2024).

³⁴ California State Water Resources Control Board (SWRCB). GeoTracker Database. Website: <https://geotracker.waterboards.ca.gov/> (accessed April 5, 2024).

³⁵ California Environmental Protection Agency (CalEPA). n.d. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. Website: <https://calepa.ca.gov/wp-content/uploads/sites/6/2016/10/SiteCleanup-CorteseList-CurrentList.pdf> (accessed April 5, 2024).

³⁶ California Environmental Protection Agency (CalEPA). n.d. List of “Active” CDO and CAO from Water Board (accessed April 5, 2024).

Ultimately, the potential for adverse environmental impacts to the project limits from any of the off-site facilities identified above are considered low due to distance from the project limits, intervening land uses, and inactive/closed status of the cases. Because of the findings discussed above and because the project limits are not located on any of the Cortese List databases, impacts related to this topic are considered less than significant. No mitigation is required.

(e) Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The project limits are not located within the vicinity of a public or private airport. The closest airport to the project limits is Fullerton Municipal Airport, a commercial service airport located approximately 9.7 miles west of the project limits. Further, the project limits are not located within an airport impact zone based on the Airport Environs Land Use Plan (AELUP) for Fullerton Municipal Airport.³⁷ In addition, the proposed project is not located in the vicinity of a private airstrip. The proposed project is a transportation improvement project and would not involve the introduction of residential or employment uses in the project limits. Therefore, the proposed project would not result in any safety or noise impacts to people residing or working within 2 miles of a public airport or public use airport. Therefore, no impacts to airport land uses would occur, and no mitigation is required.

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

Less Than Significant Impact. The City's Know Your Way program establishes 28 neighborhood-specific evacuation zones within the City, each with identified neighborhood exits. The project limits fall within the following three zones: 24 (Avocado and Mountain View), 25 (Nixon), and 26 (Highland and Lakebed).³⁸ According to maps of each zone, several neighborhood exits fall along Yorba Linda Boulevard within the project limits. However, the City acknowledges that specific evacuation routes and procedures are difficult to predict and would be dependent on the characteristics of each emergency event.

Under current conditions, Yorba Linda Boulevard has two closely spaced intersections, with Imperial Highway and Lakeview Avenue. The signalized intersection of Imperial Highway/Yorba Linda Boulevard is located approximately 500 feet west of the signalized intersection of Lakeview Avenue/Yorba Linda Boulevard. Driveways for shopping areas west of Imperial Highway create further closely spaced intersections along Yorba Linda Boulevard. As a result, limited space is available to provide storage for turning movements, and stacking can occur, which would impede emergency access and/or evacuation flows. As previously stated, the proposed project would reduce queuing and stacking issues within the project limits through the proposed turn-lane additions and roadway realignment. Therefore, once the proposed project is operational, emergency access and potential movement of

³⁷ Airport Land Use Commission (ALUC). 2008. *Airport Environs Land Use Plan for John Wayne Airport (AELUP)*. Website: <https://files.ocair.com/media/2021-02/AELUP%20for%20FMA%2005092019.pdf> (accessed March 8, 2024).

³⁸ City of Yorba Linda. n.d. Evacuation Zones. Website: <https://www.yorbalindaca.gov/868/Evacuation-Zones> (accessed April 5, 2024).

evacuation-related traffic along Yorba Linda Boulevard, Imperial Highway, and Lakeview Avenue would be equivalent to or improved compared to existing conditions.

The proposed project would achieve continued mobility along Yorba Linda Boulevard during the construction phase through the use of temporary lane closures and lane shifts. These shifts could result in temporary delays but would allow the roadway to remain open the entire duration of the proposed project's construction. Therefore, the proposed project would have less than significant impacts pertaining to the implementation of an emergency response or evacuation plan. No mitigation is required.

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

No Impact. Please refer to Section 4.20, Wildfire, for a detailed description of the proposed project's potential impacts related to wildland fires. As discussed in Section 4.20, the entirety of the project limits is not designated as at risk of wildland fire hazards. The only areas within the City of Yorba Linda categorized as at risk are the undeveloped hillsides along the City's northern and northeastern boundaries, the closest of which are located approximately 1.6 miles away from the project limits.³⁹

Further, the project limits are located within a developed area and do not introduce any new inhabitable structures or include any characteristics that could be exposed to increased risks of wildland fires. Improvements proposed under the project include road widening, median and curb modifications, restriping, utility relocations, and construction of a new retaining wall. However, these features would not substantially increase the scale of the project limits' development from existing conditions, and would not exacerbate the fire risk of the project limits. Further, the project limits are generally flat, within an urbanized portion of the City, and lack combustible materials and vegetation necessary for the uncontrolled spread of a wildfire. Overall, due to the project limits' characteristics and distance from the nearest wildland fire hazard area, the proposed project would have no impacts related to wildland fires. No mitigation is required.

³⁹ California Department of Forestry and Fire Protection (CAL FIRE). 2022. Fire Hazard Severity Zone (FHSZ) Viewer. Website: <https://egis.fire.ca.gov/FHSZ/> (accessed February 21, 2024).

4.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐			
i. result in substantial erosion or siltation on- or offsite;	☐	☐	☒	☐
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. 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; or	☐	☐	☒	☐
iv. impede or redirect flood flows?	☐	☐	☐	☒
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
(e) Conflict with or obstruct implementation of water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Impact Analysis

The analysis contained in the following section is based upon the information presented in the Water Quality Management Plan (WQMP) prepared for the proposed project in April 2024 and included as Appendix F of this IS/MND.

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

Less Than Significant Impact. The project limits are located within the Santa Ana River Watershed, which encompasses an approximately 2,650-square-mile area including portions of Orange, Riverside, and San Bernardino Counties, as well as a sliver of Los Angeles County.⁴⁰ The Santa Ana River drains the largest coastal stream system in Southern California and ultimately discharges into the Pacific Ocean. The Santa Ana River Watershed is located within the jurisdiction of the State Water Resources Control Board (SWRCB) and the Santa Ana Regional Water Quality Control Board (RWQCB), one of the nine RWQCBs that regulate the quality of surface water and groundwater bodies throughout

⁴⁰ Santa Ana Watershed Project Authority. 2014. One Water One Watershed 2.0 Plan. February. Website: <https://sawpa.gov/owow/owow-irwm-plans/owow-2-0-plan/> (accessed April 26, 2024).

California.⁴¹ The Santa Ana RWQCB is responsible for implementation of a Water Quality Control Plan (Basin Plan), which establishes beneficial water uses and water quality objectives for waterways and water bodies within the region.

Under current conditions, the project limits are fully developed and currently consist of a six-lane divided roadway fitted with tiled and landscaped medians as well as curb areas containing landscaping, driveways, and pedestrian sidewalks.

Stormwater from the project limits drains to a catch basin inlet on the northern curb of Yorba Linda Boulevard just west of the roadway's intersection with Imperial Highway, four catch basin inlets along the curbs of Imperial Highway just north of the project limits, or one catch basin inlet on the northeastern curb of the intersection of Yorba Linda Boulevard and Lakeview Avenue. As such, the project limits are served by six catch basin inlets either within or just beyond the project limits. Stormwater draining to these inlets eventually discharge to the Santa Ana River.

Stormwater runoff is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal Clean Water Act [CWA]). The objective of the NPDES Program is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES Program is administered by the Santa Ana RWQCB. Construction activities are subject to the SWRCB NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002 (Construction General Permit). Any construction activity, including grading, that would result in the disturbance of 1 acre or more, would require compliance with SWRCB's Construction General Permit, which requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) and implementation of Construction Best Management Practices (BMPs) to address water quality concerns during construction activities. Construction BMPs include, but are not limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site as well as Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

Operational activities of the proposed project would be subject to the NPDES Permit and Waste Discharge Requirements for Discharges from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds Within the Orange County Region, Order No. R8-2009-0030, NPDES No. CAS618030 as amended by Order No. R8-2010-0062 (MS4 Permit). The MS4 Permit prohibits discharges, sets limits on pollutants being discharged into receiving waters, and requires implementation of technology-based standards. The MS4 Permit requires co-permittees, including the City of Yorba Linda, to develop and implement standard design and post-development BMP guidance for the application of Low Impact Development (LID) BMPs to the maximum extent practicable. The MS4 Permit also requires preparation of a Water Quality Management Plan (WQMP), implementation of post-construction BMPs, and hydromodification requirements for new development and significant redevelopment projects that qualify as "Priority Development" projects.

Section 16.04 of the City of Yorba Linda Municipal Code codifies requirements related to water quality and stormwater discharges, and is intended to enhance and protect water quality by prescribing

⁴¹ State Water Resources Control Board (SWRCB). n.d. About the Water Boards. Website: https://www.waterboards.ca.gov/board_reference/docs/about_the_waterboards.pdf (accessed April 26, 2024).

requirements for all new development and significant redevelopment projects in order to reduce pollution in surface runoff. Chapter 16.04 includes, but is not limited to, general provisions, prohibited discharges, BMP requirements, and monitoring and inspection procedures related to water quality. Section 16.04 requires that new development projects and significant redevelopment projects adhere to the City's Local Implementation Plan (LIP) prepared as part of a compliance program to satisfy the requirements of the area-wide Drainage Area Management Plan (DAMP) and the Santa Ana RWQCB. The LIP outlines citywide protocols for projects to implement in order to contribute to regional stormwater pollution control efforts and adhere to the requirements of applicable NPDES permits described above. In addition, Section 16.04 requires that all new development and significant redevelopment projects be undertaken in accordance with a WQMP, as prepared in accordance with the MS4 Permit. Chapter 16.04 also lists several BMP requirements to be implemented during construction of any project, regardless of "Priority" status, including minimizing the size and exposure time of disturbed soil areas, stabilizing all slopes, and utilizing sediment controls.

Construction. The proposed project would include a variety of roadway improvements along an 0.28-mile segment of the Yorba Linda Boulevard roadway including lane conversions, additional lanes, curb modifications, median modifications, traffic signal modifications, utility relocations, restriping, and retaining wall construction. Pollutants of concern that would be anticipated during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals typically used during construction activities. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (e.g., paints, solvents, and fuels), and concrete-related waste have the potential to be transported via stormwater runoff into receiving waters if spilled or leaked during construction activities. Construction activities associated with the proposed project would result in the total disturbance of 1.32 acres of soil.

Because construction of the proposed project would disturb greater than 1 acre of soil, the project is subject to the requirements of the Construction General Permit, as specified in Regulatory Compliance Measure (RCM) HYD-1, as detailed below. The Construction General Permit requires preparation of a SWPPP and implementation of construction BMPs during construction activities. Construction BMPs would include, but are not limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site as well as Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. As specified in RCM HYD-1, and as required by the Construction General Permit, the Construction Contractor would be required to prepare a SWPPP and implement construction BMPs detailed in the SWPPP during construction activities.

The proposed project would also be required to comply with Chapter 16.04, Water Quality Control, of the City's Municipal Code, as specified in RCM HYD-2, detailed below, which is intended to enhance and protect water quality by prescribing requirements for all new development and redevelopment projects designed to reduce pollution in surface runoff. As previously stated, Chapter 16.04 includes, but is not limited to, general provisions, prohibited discharges, BMPs, and monitoring and inspection procedures, including implementation of construction BMPs to manage the surface runoff from the construction site. As specified in RCM HYD-2, the proposed project would be required to comply with

all applicable procedures and requirements set forth in Chapter 16.04 of the City's Municipal Code, which would ensure consistency with the City's overarching policies pertaining to stormwater quality.

According to the *Geotechnical Evaluation* prepared for the proposed project by Ninyo & Moore in September 2023, no groundwater was encountered in the exploratory borings to a depth of 41.5 feet below ground surface (bgs). The maximum depth of excavation to construct project features is anticipated to reach approximately 32 feet bgs. Therefore, groundwater dewatering is not anticipated during construction activities and groundwater quality would not represent a substantial concern under the proposed project. However, in the unlikely event that groundwater or perched groundwater is encountered during construction, it would be necessary to obtain coverage under the NPDES Waste Discharge Requirements (WDR) Permit for Discharges to Surface Waters That Pose an Insignificant (*De Minimis*) Threat to Water Quality (Groundwater Discharge Permit) (Order No. R8-2020-0006, NPDES No. CAG998001), as specified in RCM HYD-3. The Groundwater Discharge Permit would require testing and treatment (as necessary) during groundwater dewatering prior to release to surface waters to ensure that discharges do not exceed water quality limits specified in the permit. With adherence to RCM HYD-3, groundwater dewatering, if necessary during construction activities, would not introduce pollutants to receiving waters at levels that would violate water quality standards or water discharge requirements, degrade water quality, or alter the quality of the receiving water.

Infiltration of stormwater has the potential to affect groundwater quality in areas of shallow groundwater. As discussed above, groundwater was not encountered within the project limits in exploratory borings to a depth of 41.5 feet.

Pollutants in stormwater are generally removed by soil through absorption as water infiltrates. In areas of deep groundwater, there is more absorption potential and, as a result, less potential for pollutants to reach groundwater. Due to the depth and potential presence of groundwater, it is not expected that any stormwater that may infiltrate during construction would affect groundwater quality because there is not a direct path for pollutants to reach groundwater. Therefore, project construction activities would not substantially degrade groundwater quality.

With implementation of RCM HYD-1, RCM HYD-2, and RCM HYD-3, which require adherence to the Construction General Permit, City Municipal Code Chapter 16.04, and the Groundwater Discharge Permit, construction impacts related to surface water quality standards, waste discharge requirements, and surface water quality would be less than significant, and no mitigation is required.

Operation. The proposed project would improve an approximately 0.28-mile segment of the Yorba Linda Boulevard roadway including lane conversions, additional lanes, curb modifications, median modifications, traffic signal modifications, utility relocations, restriping, and retaining wall construction.

According to the WQMP prepared for the proposed project, stormwater from the project limits drains from east to west from the beginning of the project limits to approximately 150 feet east of the Lakeview Avenue intersection. The project drains from west to east from approximately 150 feet east of the Yorba Linda Boulevard/Lakeview Avenue intersection to the easterly end of the project limits. In general, both Imperial Highway and Lakeview Avenue tend to drain from north to south.

This stormwater drains to one of eight catch basin inlets, as described below:

- Along the northern curb of Yorba Linda Boulevard (approximately 80 feet west of the Imperial Highway intersection);
- Along both curbs of Imperial Highway (approximately 75 feet north of the Yorba Linda Boulevard intersection);
- Along the eastern curb of Imperial Highway (approximately 200 feet south of the Yorba Linda Boulevard intersection);
- Along the eastern curb of Lakeview Avenue (approximately 15 feet north of the Yorba Linda Boulevard intersection);
- Along the eastern curb of Lakeview Avenue (approximately 200 feet south of the Yorba Linda intersection); and
- Along both sides of Yorba Linda Avenue (approximately 550 feet east of the Lakeview Avenue intersection).

As such, stormwater originating within the project limits would be potentially served by eight catch basin inlets as described above. Stormwater draining to these inlets eventually discharge to the Santa Ana River.

Existing catch basins that would be affected by the proposed curb realignment would be reconstructed as necessary in similar locations. Specifically, the existing catch basin on the north side of Yorba Linda Boulevard west of Imperial Highway in front of the Mimi's Café Restaurant would be shifted to align with the proposed curb position. In addition, two new biofiltration devices would be installed within the project limits. Specifically, two new Contech Filterra Biotreatment devices would be installed within the project limits to treat stormwater; one along Imperial Highway just north of Yorba Linda Boulevard and one along Yorba Linda Boulevard near the easternmost project limits. These devices use engineered filters and natural components such as mulch, organic material, and plants in order to treat potential pollutants and nutrients contained in stormwater as it percolates. As such, potentially polluted stormwater would be treated by the proposed biofiltration devices prior to infiltration and would not introduce pollutants to existing groundwater supplies.

Section 303(d) of the federal CWA requires that States identify water bodies, including bays, rivers, streams, creeks, and coastal areas, which do not meet water quality standards and the pollutants that are causing the impairment. Total Maximum Daily Loads (TMDLs) describe the maximum amount of a pollutant that a water body can receive while still meeting established water quality standards. A TMDL establishes limits for pollutant discharges into impaired water bodies. According to the SWRCB Surface Water Quality Assessment 2020-2022 Integrated Report for Clean Water Act Sections 303(d) and 305(b), the portion of the Santa Ana River impacted by the subject project (Pacific Ocean to Prado Dam – Reach 1 – Tidal Prism to 17th Street and Reach 2 – 17th Street to Prado Dam) is not listed as

an impaired water body.⁴² Therefore, under existing conditions, stormwater from the project limits does not discharge to CWA Section 303(d) impaired water bodies.

The proposed project would result in a net increase of 0.13 acre of impervious surface area within the project limits. As such, the proportion of impervious surface area to pervious surface area within the project limits would increase from 95.35 percent to 98.11 percent. This increase in impervious surface area would slightly increase the volume of runoff during a storm, which would increase the potential for pollutants to discharge into downstream receiving waters, including the Santa Ana River and the Pacific Ocean. Pollutants of concern from long-term operations of the proposed project include suspended solids/sediment, nutrients, oil and grease, metals, and trash and debris.

The City of Yorba Linda is a co-permittee under the MS4 Permit. As previously discussed, the MS4 Permit requires the preparation of project-specific WQMPs for “Priority Development” projects. The MS4 Permit prohibits discharges, sets limits on pollutants being discharged into receiving waters, and requires implementation of technology-based standards. The MS4 Permit requires co-permittees, including the City, to develop and implement standard design and post-development LID BMPs to the maximum extent practicable. The MS4 Permit also requires preparation of a WQMP, implementation of post-construction BMPs, and hydromodification requirements for new development and significant redevelopment projects that qualify as “Priority Development” projects. As specified in RCM HYD-4, the proposed project would adhere to prepare a WQMP in accordance with the OC Public Works *Technical Guidance Document for the Preparation of Conceptual/Preliminary and/or Project Water Quality Management Plans (WQMPs)*, as well as the other guidance documents specified in RCM HYD-4.⁴³ The WQMP would identify all feasible and applicable BMPs. The biofiltration devices previously described represent an example of a BMP that would be incorporated into the proposed project.

In addition, Chapter 16.04 requires development projects to comply with all applicable BMPs set forth in the Orange County DAMP and the City of Yorba Linda LIP. As previously discussed, the DAMP is the principal guidance and compliance document for the county-wide implementation of the Stormwater Program. It is the foundation for each Orange County Stormwater Permittee to implement programs designed to prevent pollutants from entering receiving waters to the maximum extent practicable. Chapter 7 of the City’s LIP provides the description and details of the City’s water quality program pertaining to new development and redevelopment. This chapter provides examples of Source Control, Site Design, and LID BMP requirements for such projects, such as storm drain signage, minimizing impervious surfaces, efficient irrigation systems and landscape design, and landscaped areas designed to infiltrate and/or treat runoff.⁴⁴ As detailed in RCM HYD-2, the proposed project

⁴² State Water Resources Control Board (SWRCB). 2023. 2020-2022 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report). Website: https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2020_2022_integrated_report.html (accessed April 29, 2024).

⁴³ OC Public Works (OCPW). 2013. *Technical Guidance Document (TGD) for the Preparation of Conceptual/Preliminary and/or Project Water Quality Management Plans (WQMPs)*. September. Website: https://ocds.ocpublicworks.com/sites/ocpwocds/files/2021-06/OC_TGD%2812-20-2013%29.pdf (accessed January 23, 2024).

⁴⁴ City of Yorba Linda. 2003, Revised in 2024. *Local Implementation Plan - Stormwater Program*. July. Website: <https://pub-yorbalinda.escribemeetings.com/filestream.ashx?DocumentId=18391> (accessed April 30, 2024).

would be required to be consistent with the DAMP and implement these programs during project operations where applicable and feasible.

According to the *Geotechnical Evaluation* prepared for the proposed project by Ninyo & Moore in September 2023, no groundwater was encountered in the exploratory borings to a depth of 41.5 feet bgs. While infiltration of stormwater could have the potential to affect groundwater quality in areas of shallow groundwater, this depth is not considered shallow. Under existing conditions, the majority of the project limits consists of impervious surface area, and the potential for infiltration is limited to areas with ornamental landscaping. Based on the existing conditions and the depth to groundwater, it is not expected that any stormwater that may infiltrate during operation of the proposed project would affect groundwater quality because there would be no direct path for pollutants to reach groundwater. Therefore, operation of the proposed project would not substantially degrade groundwater quality.

With implementation of RCM HYD-2 and RCM HYD-4, which require adherence to City Municipal Code Chapter 16.04 and the MS4 Permit, including implementing operational BMPs where applicable to address pollutants of concern in stormwater runoff, impacts associated with the violation of water quality standards or waste discharge requirements, or degradation of surface water or groundwater quality, during project operation would be less than significant, and no mitigation is required.

Regulatory Compliance Measures

RCM HYD-1

Construction General Permit. Prior to commencement of construction activities, the City of Yorba Linda (City) Public Works Department, and the “selected Contractor” shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent (NOI) for coverage under the permit to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS). The City of Yorba Linda Public Works Department shall demonstrate proof of coverage under the Construction General Permit. Project construction shall not be initiated until a WDID is received from the SWRCB and is provided to the City, or designee. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Upon completion of construction activities and stabilization of the project limits, a Notice of Termination shall be submitted via SMARTS.

RCM HYD-2

City Municipal Code Chapter 16.04. During and post-construction, the Construction Contractor shall comply with Chapter 16.04, Water Quality Control, of the City of Yorba Linda Municipal Code.

Prior to construction, the Construction Contractor shall submit to and obtain the approval of the City Engineer of a Water Quality Management Plan (WQMP).

During and post-construction, the City shall ensure that all applicable BMPs set forth in the WQMP are being properly implemented to ensure that the discharge of pollutants from the site will be reduced to the maximum extent practicable and will not cause or contribute to an exceedance of water quality standards.

RCM HYD-3

Groundwater Discharge Permit. If groundwater dewatering is required during construction of the proposed project, the City of Yorba Linda Public Works Department shall submit a Notice of Intent (NOI) for coverage under the permit to the Santa Ana RWQCB at least 60 days prior to the start of excavation activities and anticipated discharge of dewatered groundwater to surface waters in order to obtain coverage under the General Waste Discharge Requirements for Discharges to Surface Waters That Pose an Insignificant (De Minimis) Threat to Water Quality (Groundwater Discharge Permit), Order No. R8-2020-0006, NPDES No. CAG998001. The construction contractor shall comply with the requirements of Order No. R8-2020-0006, NPDES No. CAG998001. Groundwater dewatering activities shall comply with all applicable provisions in the Groundwater Discharge 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.

RCM HYD-4

MS4 Permit. Prior to construction, the Construction Contractor shall prepare a Final WQMP 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)* (OC Public Works 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, in accordance with the NPDES Permit and Waste Discharge Requirements for Discharges from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds Within the Orange County Region, Order No. R8-2009-0030, NPDES No. CAS618030 as amended by Order No. R8-2010-0062 (MS4 Permit). The City shall ensure the implementation of all feasible BMPs. The City shall

implement, maintain and operate all such BMPs in a timely and reasonably diligent manner.

Overall, because the proposed project would be required to comply with existing regulations including the Construction General Permit, the City of Yorba Linda Municipal Code, a Groundwater Discharge Permit, and the MS4 Permit, as specified in RCMs HYD-1 through HYD-4, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. Impacts would be less than significant, and no mitigation is required.

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

Drought-tolerant planting per Landscaping Maintenance District (LMAD) guidelines will be used wherever new planting is added (e.g., in medians); areas to be restored will be replicated unless otherwise indicated by owner/City. Highly efficient drip irrigation will be used in new planting areas, as required; Planting areas to be restored will be replicated with matching irrigation equipment unless otherwise specified by owner/City.

An estimate of total annual water usage for newly planted areas (Model Water Efficient Landscape Ordinance [MWELO] calculations) will be provided once plans are nearly complete and will be designed to achieve the calculated Maximum Applied Water Allowance (MAWA) or less. All irrigation used within the proposed landscaped areas would be designed to follow Assembly Bill (AB) 1881 conservation requirements using water-efficient irrigation technologies, which would further reduce the proposed project's operational water usage.

Less Than Significant Impact. The project limits fall within the boundaries of the Coastal Plain of Orange County Groundwater Basin (Coastal Plain Basin).⁴⁵ Recharge to the basin is derived from percolation of Santa Ana River flow, infiltration of precipitation, and injection into wells.⁴⁶ According to California's Groundwater Bulletin 118, the storage capacity of the entire Coastal Plain Basin was calculated to be about 38,000,000 acre-feet, and the total amount of stored groundwater in 1998 was estimated to be approximately 37,700,000 acre-feet.⁴⁷

Construction. Construction of the proposed project would not generate a substantial demand for groundwater. As discussed in Response 4.10.(a) above, no groundwater was encountered in the exploratory borings to a depth of 41.5 feet bgs within the project limits. Ground-disturbing activities associated with construction of the proposed project would extend to a maximum depth of 32 feet bgs. Based on the depth of the groundwater and the depth of excavation activities, it is not anticipated that groundwater would be encountered during construction. In the event that groundwater

⁴⁵ California Department of Water Resources (DWR). n.d. Groundwater Basin Boundary Assessment Tool. Website: <https://gis.water.ca.gov/app/bbat/> (accessed April 26, 2024).

⁴⁶ California Department of Water Resources (DWR). 2004. Coastal Plain of Orange County Groundwater Basin. February. Website: https://water.ca.gov/-/media/DWR-Website/Web-Pages/Programs/Groundwater-Management/Bulletin-118/Files/2003-Basin-Descriptions/8_001_CoastalPlainofOrangeCounty.pdf (accessed April 26, 2024).

⁴⁷ Ibid.

dewatering is required during excavation, it would be conducted in accordance with the Groundwater Discharge Permit, as specified in RCM HYD-3, which sets forth procedures to follow that would reduce potential impacts to a less than significant level. In addition, if groundwater dewatering is required during construction of the proposed project, dewatering activities would be temporary, and the volume of groundwater removed would not be substantial. Therefore, construction of the proposed project would not substantially decrease groundwater supplies such that the project may impede sustainable groundwater management of the basin.

In addition, construction of the proposed project would primarily impact existing impervious surfaces and would therefore not contribute to a substantial elimination of infiltration capacity within the project limits. Therefore, construction of the proposed project would not substantially interfere with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Construction impacts associated with a substantial decrease in groundwater supplies or interference with groundwater recharge would be less than significant, and no mitigation is required.

Operation. The proposed project would improve an existing roadway and the only water usage would be minimal, associated with the irrigation of landscaped areas. As detailed in RCM HYD-2, the proposed project would be required to comply with all applicable and feasible BMPs set forth in the City's Municipal Code, which includes compliance with the City's LIP. Further, the proposed project would be required to comply with Chapter 16.12, Water Efficient Landscape Regulations, of the City's Municipal Code. The proposed project would satisfy requirement (A)(2) under Section 16.12, Applicability, as it would consist of landscape rehabilitation and contains an aggregate landscaped area of 2,500 square feet or more. As such, the proposed project would be subject to the landscape water use standards set forth in Chapter 16.12, which would ensure that the proposed project would not involve inefficient use of groundwater supplies.

Under existing conditions, the project limits consist of a paved road and are predominantly comprised of impervious pavement. Therefore, the project limits are not considered a significant source of groundwater recharge. Development of the proposed project would result in a net increase of approximately 0.13 acre of impervious surfaces, which would result in a miniscule increase in impervious surface area. Therefore, operation of the proposed project would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

For the reasons listed above, and with implementation of RCM HYD-3 if construction dewatering is required, impacts related to the decrease of groundwater supplies or interference with groundwater recharge would be less than significant, and no mitigation is required.

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

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. Under current conditions, the project limits are fully developed and consist of a six-lane divided roadway fitted with tiled and landscaped medians as well as curb areas containing landscaping and pedestrian sidewalks. According to the WQMP prepared for the proposed project, stormwater from the project limits drains from east to west from the beginning of the project

limits to approximately 150 feet east of the Lakeview Avenue intersection. The project limits drain from west to east from approximately 150 feet east of Yorba Linda Boulevard/Lakeview Avenue intersection to the easterly end of the project limits. In general, both Imperial Highway and Lakeview Avenue tend to drain from north to south.

As previously stated, stormwater originating within the project limits would be potentially served by eight existing catch basin inlets. Stormwater draining to these inlets eventually discharges to the Santa Ana River.

Construction. Construction activities associated with the proposed project would result in the total disturbance of 1.32 acres of soil. During grading and other construction activities, soil would be exposed and drainage patterns temporarily altered, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate.

In compliance with RCM HYD-1, the proposed project would be subject to the requirements of the Construction General Permit, which requires the preparation of an SWPPP to identify construction BMPs to be implemented to reduce impacts on water quality during construction, including those impacts associated with soil erosion and siltation. In addition, construction of the proposed project must comply with City Municipal Code Chapter 16.04, as specified in RCM HYD-2, which requires the implementation of minimum construction BMPs including, but not limited to, minimizing the size and exposure time of disturbed soil areas, stabilizing all slopes, and utilizing sediment controls.

Compliance with RCM HYD-1 and RCM HYD-2, which require compliance with the Construction General Permit and implementation of construction BMPs, would ensure that construction impacts related to on- or off-site erosion or siltation would be less than significant.

Operation. After the completion of construction, the proposed project would not significantly alter the existing drainage pattern of the project limits. Operation of the proposed project would provide mobility improvements to existing roadway uses along Yorba Linda Boulevard, which would involve reconfigurations of existing pervious (i.e., landscaped areas) and impervious (i.e., roadway and median) surfaces. As part of the proposed improvements, Yorba Linda Boulevard would be widened, which would result in curb and median realignments. In order to accommodate this widening, the existing catch basin on the north side of Yorba Linda Boulevard west of Imperial Highway in front of the Mimi's Café Restaurant would be shifted to align with the proposed curb position, which would not significantly alter the existing drainage pattern of the project limits. As previously stated, implementation of the proposed project would result in a net increase of 0.13 acre of impervious surface area, representing a minimal portion of the project limits' total area of 4.42 acres. This change would be expected to result in a nominal net increase in stormwater runoff. Further, compliance with the City's Municipal Code and MS4 Permit, as specified in RCM HYD-4, would require the proposed project to incorporate applicable BMPs pertaining to stormwater control and treatment to reduce the potential for erosion or siltation on- or off-site during project operation. BMPs identified in the City's LIP that are relevant to the proposed project include but are not limited to disconnection of impervious surfaces through distributed pervious areas and landscaping with native or drought tolerant species. Through compliance with applicable regulations and incorporation of BMPs as required by RCM HYD-2 and RCM HYD-4, operational impacts related to on- or off-site erosion or siltation would be less than significant, and no mitigation is required.

- ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;*

Less Than Significant Impact.

Construction. The proposed project would comply with the requirements of the Construction General Permit, which requires the preparation of a SWPPP to identify construction BMPs to be implemented as part of the proposed project, pursuant to RCM HYD-1. In addition, the proposed project must comply with Section 16.04 of the City's Municipal Code, which requires compliance with all applicable construction BMPs set forth in the Orange County DAMP and the City's LIP, as specified in RCM HYD-2. With adherence to RCM HYD-1 and RCM HYD-2, construction impacts related to a substantial increase in the rate or amount of surface runoff that would result in on- or off-site flooding would be less than significant, and no mitigation is required.

Operation. Operation of the proposed project would result in an increase in impervious surfaces within the project limits of approximately 0.13 acre, which could have the potential to increase the volume and rate of stormwater runoff discharged from the project limits. In the post-project condition, stormwater would continue to be directed to one of eight curb inlets along Yorba Linda Boulevard, Imperial Highway, and Lakeview Avenue, similar to existing conditions. As specified in RCM HYD-4, the proposed project is required to include a WQMP consistent with the MS4 Permit. The WQMP prepared for the proposed project explains why certain BMPs, such as infiltration type LID BMPs are infeasible, while explaining the BMPs that would be included as part of the proposed project, such as biofiltration devices.

In addition, as specified in RCM HYD-2, the proposed project would also be required to comply with all applicable BMPs set forth in the City's Municipal Code, including those identified in the Orange County DAMP and the City of Yorba Linda Water Quality LIP. As such, applicable BMPs would be appropriately incorporated and sized to accommodate the rate and amount of stormwater runoff in the post-project condition to prevent on- or off-site flooding. With implementation of BMPs in compliance with the MS4 Permit as required by RCM HYD-2 and RCM HYD-4, operation of the proposed project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off site. Impacts would be less than significant, and no mitigation is required.

- iii. 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; or*

Less Than Significant Impact.

Stormwater Drainage System Capacity. Under existing conditions, stormwater from the project limits drains to one of eight curb inlets along Yorba Linda Boulevard, Imperial Highway, or Lakeview Avenue. As a co-permittee of the Santa Ana RWQCB, the City of Yorba Linda is responsible for ensuring that existing infrastructure is capable of supporting new development within the City. With implementation of the proposed project, the existing catch basin on the north side of Yorba Linda Boulevard west of Imperial Highway in front of the Mimi's Café Restaurant would be shifted to align with the proposed curb position. Stormwater would continue to be directed to one of the eight curb inlets within or just outside of the project limits, similar to existing conditions. As previously discussed, the project limits currently consist of a roadway developed with predominantly impervious surface

area and the proposed project would not result in a substantial increase of surface runoff in comparison to existing conditions. Therefore, the proposed project would not create additional runoff in excess of the City's existing stormwater drainage system.

Polluted Runoff. As discussed in Response 4.10(a), pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals, and each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. Drainage patterns would be temporarily altered during grading and other construction activities, and construction-related pollutants could be spilled, leaked, or transported via storm runoff into adjacent drainages and downstream receiving waters. However, as previously discussed, the proposed project would comply with the requirements set forth by the Construction General Permit, as specified in RCM HYD-1, including preparation of an SWPPP, which would identify appropriate and feasible BMPs to be implemented during construction to control the discharge of pollutants in stormwater runoff as a result of construction activities. In addition, the proposed project must comply with City Municipal Code Chapter 16.04, as specified in RCM HYD-2, which requires the adoption of all feasible and applicable BMPs presented in the Orange County DAMP and the City's LIP, and would ensure the proposed project would not discharge substantial sources of polluted runoff from the project limits during construction activities.

Expected pollutants of concern from long-term project operations include suspended solids/sediment, nutrients, oil and grease, metals, and trash and debris. As previously discussed, the proposed project's compliance with the MS4 Permit, as specified in RCM HYD-4, which requires the implementation of applicable BMPs to target pollutants of concern during operations of the proposed project, would ensure that the proposed project would not discharge substantial sources of polluted runoff from the project limits during project operations.

According to the WQMP prepared for the proposed project, the right-of-way within the project limits is highly constrained. As a result, the utilization of infiltration type LID BMPs would be infeasible for the proposed project. However, in place of the infiltration type LID BMPs, proprietary biotreatment would be utilized. Specifically, two new Contech Filterra Biotreatment devices would be installed within the project limits to treat stormwater; one along Imperial Highway just north of Yorba Linda Boulevard and one along Yorba Linda Boulevard near the easternmost project limits. These devices use engineered filters and natural components such as mulch, organic material, and plants in order to treat potential pollutants and nutrients contained in stormwater as it percolates through the devices. Treated water would then infiltrate, evapotranspire, or be conveyed to the City's stormwater conveyance system.

In addition, all non-structural source control BMPs would be incorporated into the proposed project, including:

- Right-of-Way Landscape Management
- BMP Maintenance
- Right-of-Way Litter Control
- Employee Training
- Right-of-Way Catch Basin Inspection
- Street Sweeping

The proposed project would also incorporate structural source control BMPs, including storm drain stenciling/signage and the use of efficient irrigation systems and landscape design. With incorporation of these BMPs, the proposed project would not discharge substantial sources of polluted runoff from the project limits during operations.

With compliance with applicable regulations, including the Construction General Permit, City Municipal Code Chapter 16.04, and the MS4 Permit, as specified in RCM HYD-1, RCM HYD-2, and RCM HYD-4, impacts associated with creating or contributing runoff water, which would exceed the capacity of existing or planned stormwater drainage systems, or providing substantial additional sources of polluted runoff would be less than significant, and no mitigation is required.

iv. Impede or redirect flood flows?

No Impact. According to the City's General Plan Public Health and Safety Element, the Santa Ana River, which is located approximately 2.3 miles southeast of the project limits, is the City's primary floodway.⁴⁸ According to Exhibit PS-4, Flood Hazards, of the City's Public Health and Safety Element, the project limits do not fall within the 100-year floodplain, although other portions of the City do.⁴⁹ According to Figure PS-4 of the City's Public Health and Safety Element, the nearest land to the project limits that falls within the 100-year floodplain is located approximately 0.10 mile south of the project limits. In addition, according to Exhibit PS-5, Dam Inundation Areas, of the City's Public Health and Safety Element, the project limits do not fall within any dam inundation areas.

Further, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06059C0064J (effective 12/3/2009),⁵⁰ the project limits are located within Zone X, which is identified as an area of minimal flood hazard, with 0.2 percent annual chance of flood hazard. Because the proposed project would not place improvements or structures directly within a 100-year floodplain, the proposed project would not impede or redirect flood flows. Therefore, no impact would occur related to impeding or redirecting of flood flows, and no mitigation is required.

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

No Impact.

Flooding. As discussed above in Response 4.10(c), the project limits are not located within an area identified as susceptible to flood or dam inundation hazards by the City's General Plan Public Health and Safety Element or FEMA FIRM No. 06059C0064J. The proposed project would not risk release of pollutants resulting from project inundation due to flooding.

Tsunami. Tsunamis are long wavelength, seismic sea waves (long compared to ocean depth) generated by the sudden movement of the ocean floor during submarine earthquakes, landslides, or volcanic activity. Seiches are waves generated in a large, enclosed body of water. The project limits

⁴⁸ City of Yorba Linda. 2016. General Plan Public Health and Safety Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/473> (accessed April 29, 2024).

⁴⁹ Ibid.

⁵⁰ Federal Emergency Management Agency (FEMA). 2009. Flood Insurance Rate Map No. 06059C0068J. Map Revised December 3, 2009. Website: <https://msc.fema.gov/portal/search?AddressQuery=18402%20Yorba%20Linda%20Blvd%2C%20Yorba%20Linda%2C%20CA%2092886> (accessed April 29, 2024).

are located approximately 20 miles from the coast of the Pacific Ocean. As such, the project limits are not located within an area considered susceptible to tsunamis or seiche inundation. Therefore, the proposed project would not risk release of pollutants resulting from project inundation due to tsunami.

Seiches. Seiching is a phenomenon that occurs when seismic groundshaking induces standing waves (seiches) within enclosed or partially enclosed water bodies (e.g., reservoirs, lakes, bays). Such waves can cause flooding to adjacent properties. The nearest open body of water to the project limits is East Lake, located approximately 1.43 miles southeast of the project limits. Since no major lakes or open water impoundments exist within the vicinity of the project limits, the proposed project would not risk release of pollutants resulting from project inundation due to seiche.

Based on the geographic characteristics of the project limits, no impacts would occur related to inundation by flood, tsunami, or seiche, and no mitigation is required.

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

The City of Yorba Linda is located within the jurisdiction of the Santa Ana RWQCB. The Santa Ana RWQCB has adopted a Water Quality Control Plan for the San Diego Basin (Basin Plan) for its region of responsibility that delineates water resource area boundaries based on hydrological features. For the purposes of achieving and maintaining water quality protection, specific beneficial uses have been identified for each of the surface waters and groundwater management zones described in the Basin Plan. Once beneficial uses are designated, appropriate water quality objectives can be established, and programs that maintain or enhance water quality can be implemented to ensure the protection of beneficial uses. As previously discussed, the proposed project would comply with existing NPDES permit requirements, including the Construction General Permit, Groundwater Discharge Permit, and MS4 Permit as specified in RCM HYD-1, RCM HYD-3, and RCM HYD-4, as well as City Municipal Code Chapter 16.04, including applicable BMPs, as specified in RCM HYD-2. Compliance with these existing regulations would require the implementation of construction and operational BMPs to manage on-site stormwater flows and reduce pollutants of concern in stormwater runoff. As such, the proposed project would not result in water quality impacts that would conflict with applicable water quality plans, and **impacts would be less than significant.**

The Sustainable Groundwater Management Act (SGMA) was enacted in September 2014. SGMA requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins. Specifically, the SGMA requires the formation of local Groundwater Sustainability Agencies (GSAs), which are required to adopt Groundwater Sustainability Plans (GSPs), or an approved alternative to a GSP, to manage the sustainability of groundwater basins in California. The project limits fall within the boundaries of the Coastal Plain Basin, which is identified by the Department of Water Resources (DWR) as a medium priority basin.⁵¹ According to the DWR website, basins ranked as medium- or high-priority are required to develop groundwater sustainability plans (GSPs) or submit an alternative to a GSP by the applicable statutory deadline.

⁵¹ California Department of Water Resources (DWR). 2020. Sustainable Groundwater Management Act 2019 Basin Prioritization. May.

Because local agencies such as the Orange County Water District (OCWD) had already been sustainably managing the Coastal Plain Basin (also known as Basin 8-1) at the time the SGMA was enacted, an alternative plan was prepared rather than a GSP.⁵² This alternative, known as the Basin 8-1 Alternative, was prepared by OCWD, the City of Yorba Linda, and the Irvine Ranch Water District (IRWD) and was submitted to DWR on January 1, 2017. This document was updated on January 1, 2022, as part of a standard 5-year update. The Basin 8-1 Alternative, as updated,⁵³ presents an analysis of basin conditions that demonstrated that Basin 8-1 had operated within its sustainable yield over a period of at least 10 years, in addition to the continued sustainable management over the 5 years since the original Basin 8-1 Alternative document. In addition, the Basin 8-1 Alternative (2022) describes current conditions, monitoring programs, water budgeting, sustainable management practices, and other information pertaining to the Coastal Plain Basin.

As discussed in Response 4.10(a), groundwater dewatering is unlikely to be required based on the exploratory borings conducted within the project limits. However, in the event that perched water is encountered and groundwater dewatering is necessary, adherence to RCM HYD-3 would ensure compliance with the Groundwater Discharge Permit, which would require testing and treatment (as necessary) of groundwater encountered during groundwater dewatering prior to release to surface waters to ensure that discharges do not exceed water quality limits specified in the permit. In addition, the proposed project would involve improvements to an existing roadway and would require minimal water service associated with irrigation of associated landscaping. As a result, the proposed project would allow for continued sustainable groundwater management and therefore would not create any conflicts with the Basin 8-1 Alternative (2022).

For the reasons above and with implementation of RCMs HYD-1 through HYD-4, impacts related to conflict with or obstruction of implementation of water quality control plans or sustainable groundwater management plans would be less than significant, and no mitigation is required.

⁵² Orange County Water District (OCWD). Draft Alternative to Groundwater Sustainability Plan Ready for Public Review. Website: <https://www.ocwd.com/news-events/newsletter/2016/november-2016/draft-alternative-to-groundwater-sustainability-plan-ready-for-public-review/> (accessed April 29, 2024).

⁵³ Orange County Water District, City of La Habra, and Irvine Ranch Water District. 2022. Basin 8-1 Alternative 2022 Update. January. Website: <https://www.ocwd.com/wp-content/uploads/05cbasin-8-1-alternative-2022-update.pdf> (accessed April 29, 2024).

4.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(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?	☐	☐	☒	☐

Impact Analysis

(a) Would the project physically divide an established community?

Less Than Significant Impact. The physical division of an established community typically refers to the construction of a feature or removal of a means of access that would impair mobility within an existing community, or between a community and outlying areas.

In its existing condition, the project limits consist of approximately 0.28 mile of Yorba Linda Boulevard from its intersection with Imperial Highway to its intersection with Lakeview Avenue. According to the City of Yorba Linda's General Plan Circulation Element, Yorba Linda Boulevard is classified as a Modified Major arterial roadway.⁵⁴

Yorba Linda Boulevard generally runs in the east-west orientation, beginning in the City of Fullerton and traversing the City of Yorba Linda until it transitions into Weir Canyon Road near the City of Anaheim border. Major arterial roadways can be used for the movement of commercial goods and can carry regional through traffic, in this case between the cities of Fullerton, Placentia, Yorba Linda, and Anaheim. Therefore, under existing conditions, Yorba Linda Boulevard provides east-west connectivity and mobility within the City itself as well as between several cities in Orange County. The proposed improvements to Yorba Linda Boulevard would reduce congestion within the project limits, thus improving mobility within the region.

The project limits are located within a largely developed portion of the City of Yorba Linda consisting of commercial storefronts, residential neighborhoods, and urban landscaping. The proposed improvements to Yorba Linda Boulevard would affect an existing roadway and therefore would not introduce a new physical barrier that would divide an existing community because the general roadway alignment would remain intact. Therefore, the proposed project would have less than significant impacts associated with access and mobility within the existing community and between the community and outlying areas, and no mitigation is required.

⁵⁴ City of Yorba Linda. 2016. General Plan Circulation Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/516/2016-GP-Circulation-Element?bidId=> (accessed March 13, 2024).

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

Less Than Significant Impact. The Southern California Association of Governments (SCAG), the regional planning agency for the six-county Southern California region that includes Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial Counties, is responsible for preparing a regional growth forecast in conjunction with its efforts to prepare a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for its regional planning area. In April 2024, SCAG adopted an updated RTP/SCS (Connect SoCal 2024), which integrates regional transportation and land use considerations. Connect SoCal 2024 includes visions, policies, and performance measures that align with SCAG’s vision for future growth within the Southern California region. As shown in Table 4.11.A, the proposed project would be consistent with applicable policies set forth by SCAG in Connect SoCal 2024.

Table 4.11.A: Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Policy Consistency Analysis

Goals	Consistency Analysis
Mobility Policy 01: Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle	Consistent. The proposed project would consist of modifications and improvements to an existing roadway in order to improve traffic operations rather than the development of a new roadway. Therefore, the proposed project is consistent with SCAG’s “Fix-It-First” principle, and would be consistent with Mobility Policy 01 of the RTP/SCS.

Source: Southern California Association of Governments. 2024. Connect SoCal Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). April. Website: <https://scag.ca.gov/sites/main/files/file-attachments/23-2987-connect-socal-2024-final-complete-040424.pdf?1712261565> (accessed April 26, 2024).

¹ City of Yorba Linda. 2016. General Plan Circulation Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/516/2016-GP-Circulation-Element?bidId=> (accessed March 13, 2024).

The proposed project also would be required to comply with the City’s General Plan goals and policies addressing the circulation system, including the City’s roadways. The Circulation Element of the City of Yorba Linda General Plan guides the development of the City’s circulation system in a manner that supports the citywide objectives of the General Plan. It addresses the circulation improvements needed to relieve traffic congestion due to future land uses, and establishes a hierarchy of transportation routes with specific development standards described for each category of roadway. There are five categories in the hierarchy, including “Smart Street,” “Major,” “Primary,” “Secondary,” and “Collector” roadways.⁵⁵ This element also provides performance criteria for each category in the form of Level of Service (LOS). The City has established LOS D as the threshold or lowest acceptable level of roadway and intersection operation for planning purposes. As of 2016 when the Circulation Element was adopted, all roadway segments within the City operated at LOS C or better aside from three segments of Imperial Highway.

As stated in Response 4.11(a), Yorba Linda Boulevard is classified as a Modified Major arterial roadway in the City’s General Plan Circulation Element. According to the Circulation Element, the desired goal for every classified street section is that it carries the designed volume of traffic at LOS D or better. According to Table CR-1 in the Circulation Element, the estimated daily capacity of Major (including

⁵⁵ City of Yorba Linda. 2016. General Plan Circulation Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/516/2016-GP-Circulation-Element?bidId=> (accessed March 13, 2024).

Modified Major) arterial roadways within the City is 56,300 vehicles per day. According to the City's website, the vehicle volume along Yorba Linda Boulevard ranges from approximately 24,000 to 36,000 vehicles per day.⁵⁶

Under the proposed improvements, no significant adverse effects would occur related to the City's circulation system that would result in conflicts with transportation plans. Please refer to Section 4.17, Transportation, of this IS/MND, for a detailed description of the proposed project's effects on the roadway's circulation and intersections within the project limits.

Please refer to Table 4.11.B below for a breakdown of the proposed project's consistency with applicable goals and policies of applicable elements of the City's General Plan, including the Growth Management and Land Use Elements in addition to the Circulation Element. As shown in Table 4.11.B, the proposed project would return the Yorba Linda Boulevard roadway's performance to Circulation Element targets and would be consistent with all other applicable General Plan policies pertaining to roadway mobility, land use, and growth management.

As stated in the Circulation Element, the proposed project would also be required to comply with the 2023 Orange County Congestion Management Program (CMP).⁵⁷ The Orange County CMP was established in 1991 to reduce traffic congestion and assist in the coordination of land use decisions. Compliance with the CMP is required in order for a city to be eligible for State gas tax funds for local transportation projects. According to Figure 2, Congestion Management Program Highway System, of the Orange County CMP, Imperial Highway is considered part of the CMP Highway System⁵⁸. However, there are no specific CMP requirements for roadway segment monitoring.⁵⁹ Further, Figure 5, Summary of Conformance, in the Orange County CMP states that no CMP intersections currently exist within the City. Based on this, and the fact that the proposed project would ultimately contribute to the achievement of traffic congestion reduction goals set forth in the CMP, the proposed project would be consistent with the Orange County CMP.

The proposed project would also partially intersect with the Yorba Linda Town Center (YLTC) Specific Plan, which was established by City Ordinance No. 2011-962 on July 7, 2011. The YLTC Specific Plan Area is bound by Yorba Linda Boulevard to the south and Imperial Highway to the west. Therefore, Yorba Linda Boulevard is directly adjacent to the southern edge of the YLTC Specific Plan Area, and provides access to the YLTC Specific Plan Area via a driveway that can be accessed from both directions of Yorba Linda Boulevard. This access would be maintained under the proposed project.

⁵⁶ City of Yorba Linda. Yorba Linda Boulevard Corridor. Website: <https://www.yorbalindaca.gov/179/Yorba-Linda-Boulevard-Corridor> (accessed March 13, 2024).

⁵⁷ Orange County Transportation Authority (OCTA). 2023. 2023 Orange County Congestion Management Program Report. November. Website: <https://www.octa.net/pdf/2023CMP.pdf?n=202311> (accessed March 13, 2024).

⁵⁸ Ibid.

⁵⁹ City of Yorba Linda. 2016. General Plan Circulation Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/516/2016-GP-Circulation-Element?bidId=> (accessed March 13, 2024).

Table 4.11.B: General Plan Policy Consistency Analysis

Policies	Consistency Analysis
	Circulation Element
Policy CR-1.4: Maintain a Level of Service (LOS) “D” or better along all City arterials and at intersections during peak hours.	Consistent. The proposed project would not adversely affect the level of service (LOS) of the project limits intersections, and would actually slightly improve traffic delays under current and future scenarios. Further, the proposed project would improve the existing traffic queuing issue and would ensure that queues do not exceed the storage capacities of the turn pockets in all but one turning scenario, which would improve the flow of traffic within the project limits. Therefore, the proposed project would be consistent with Policy CR-1.4 of the City of Yorba Linda’s General Plan Circulation Element.
Policy CR-1.6: Provide, where feasible, increased east-west traffic capacity through the City.	Consistent. Yorba Linda Boulevard runs east-west across the City of Yorba Linda, beginning in the City of Fullerton and terminating near the border between the City of Yorba Linda and the City of Anaheim. The proposed project would generally improve the existing traffic queuing issues and would therefore improve traffic delays under current and future scenarios at the study intersections, which would improve east-west mobility along Yorba Linda Boulevard. Therefore, the proposed project would be consistent with Policy CR-1.6 of the City of Yorba Linda’s General Plan Circulation Element.
Policy CR-3.2: Provide for safe and efficient traffic operations, by maintaining City standards for the installation and operations of traffic control devices.	Consistent. In addition to the proposed road widening, turn lane conversions, and restriping, the proposed project would also modify the existing traffic signals at the intersections of Yorba Linda Boulevard with Imperial Highway and Lakeview Avenue. These modifications would occur in order to adjust the intersections to the modified alignments and lane configurations that would result from the proposed improvements. Through these traffic signal modifications, the proposed project would enhance the safety of the intersections by ensuring the signals are as up-to-date as possible and reflect current intersection conditions. Therefore, the proposed project would be consistent with Policy CR-3.2 of the City’s General Plan Circulation Element.
Policy CR-3.5: Effectively operate and maintain transportation facilities and infrastructure to improve system capacity and meet traffic demand.	Consistent. As previously stated, the proposed project is intended to address the existing and future congestion and operation at the intersections of Yorba Linda Boulevard with Imperial Highway and Lakeview Avenue. The turn lane additions would expand the collective turn lane storage capacities to ensure that queues do not exceed the storage capacities of the turn pockets. As such, the proposed project would help the project limits meet current and future traffic needs. Therefore, the proposed project would be consistent with Policy CR-3.5 of the City’s General Plan Circulation Element.
Policy CR-4.1: Promote landscaped medians and greenbelts along major arterials, highways, and freeways on available right-of ways with drought-tolerant plants where economically feasible.	Consistent. As previously stated, Yorba Linda Boulevard is considered a Modified Major Arterial roadway in the City’s General Plan Circulation Element. Although the proposed project would require vegetation removal in order to accommodate the proposed widening and other improvements, areas to be restored would be replicated with the previously present species. Areas of new landscaping would consist of drought tolerant trees, shrubs, perennials, and grasses pursuant to guidelines set forth by the Yorba Linda Street Lighting and Landscaping Maintenance District (also known as “LMAD”). Therefore, once the proposed project is operational, the project limits’ landscaped curb and median areas would contain aesthetically pleasing and drought tolerant plants. Therefore, the proposed project would be consistent with Policy CR-4.1 of the City’s General Plan Circulation Element.
Policy CR-4.2: Promote maintenance of existing and future landscaped rights-of-way and easements.	Consistent. The City’s Public Works Department would be responsible for the maintenance of the City’s public landscaped areas, including the curb and median landscaped areas within the project limits. Specifically, the responsible Public Works Department division would be LMAD. Proper maintenance of new planting areas would be ensured through the use of highly efficient drip irrigation that would be used in new planting areas. Planting areas to be restored would be replicated with matching irrigation equipment to the previous conditions unless otherwise specified. Therefore, the proposed project would be consistent with Policy CR-4.2 of the City’s General Plan Circulation Element.

Table 4.11.B: General Plan Policy Consistency Analysis

Policies	Consistency Analysis
Growth Management Element	
Policy GM-2.1: Maintain a Level of Service “D” or better along all City arterials and at intersections during peak hours.	Consistent. The proposed project would not adversely affect the level of service (LOS) of the project limits intersections, and would slightly improve traffic delays under current and future scenarios. Further, the proposed project would improve the existing traffic queuing issue and would ensure that queues do not exceed the storage capacities of the turn pockets in all but one turning scenario, which would improve the flow of traffic within the project limits. Therefore, the proposed project would be consistent with Policy GM-2.1 of the City’s General Plan Growth Management Element.
Land Use Element	
Policy LU-4.2: Promote an attractive streetscape and public right-of-way through citywide drought tolerant/low water use landscape improvements and maintenance.	Consistent. Although the proposed project would require vegetation removal in order to accommodate the proposed widening and other improvements, areas to be restored would be replicated with the previously present species. Areas of new landscaping would consist of drought tolerant trees, shrubs, perennials, and grasses pursuant to guidelines set forth by LMAD. Therefore, once the proposed project is operational, the project limits’ landscaped curb and median areas would contain attractive and drought tolerant streetscape features. Therefore, the proposed project would be consistent with Policy LU-4.2 of the City’s General Plan Land Use Element.

Source: City of Yorba Linda General Plan (City of Yorba Linda, October 2016).

Though the YLTC Specific Plan does not set forth specific goals and policies that would be applicable to the proposed project, the proposed project would relieve congestion and improve mobility along Yorba Linda Boulevard as it intersects with Imperial Highway and Lakeview Avenue, and would therefore have positive effects on traffic circulation in the vicinity of the YLTC Specific Plan Area. Therefore, the proposed project would be consistent with the YLTC Specific Plan.

Based on the analysis presented above, the proposed project would be consistent with all applicable land use plans, policies, and regulations, and impacts would be less than significant. No mitigation is required.

4.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(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?	☐	☐	☐	☒

Impact Analysis

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

No Impact. In 1975, the California Legislature enacted the Surface Mining and Reclamation Act (SMARA), which, among other things, provided guidelines for the classification and designation of mineral lands. Areas are classified on the basis of geologic factors without regard to existing land use and land ownership. The areas are categorized into four Mineral Resource Zones (MRZs):

- **MRZ-1:** An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2:** An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- **MRZ-3:** An area containing mineral deposits, the significance of which cannot be evaluated.
- **MRZ-4:** An area where available information is inadequate for assignment to any other MRZ zone.

Of the four categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources or are located where geologic data indicate that significant measured or indicated resources are present. MRZ-2 areas are designated by the State of California Mining and Geology Board as being “regionally significant.” Such designations require that a Lead Agency’s land use decisions involving designated areas are to be made in accordance with its mineral resource management policies and that it considers the importance of the mineral resource to the region or the State as a whole, not just to the lead agency’s jurisdiction.

As indicated in the City of Yorba Linda’s General Plan Conservation Element, the City contains mineral resources in the form of potential aggregate sources, which would be used as construction materials.⁶⁰ These materials are generally concentrated in MRZ-2 areas along the Santa Ana River,

⁶⁰ City of Yorba Linda. 2016. General Plan Conservation Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/476/2016-GP-Conservation-Element?bidId=> (accessed February 21, 2024).

which is located approximately 2.25 miles south of the project limits according to Exhibit CN-3 of the Conservation Element.

The City contains two specific Resource Sectors designated as Regionally Significant Aggregate by the California Department of Conservation Division of Mines and Geology. Both Resource Sectors are located near Featherly Regional Park and are not located within the vicinity of the project limits. Further, the aggregate located within both Resource Sectors is unavailable because both areas were developed with land uses that preclude mining activities.

Therefore, development of the proposed project would not result in impacts related to the loss of availability of a known mineral resource that would be of value to the region and residents of the State, and no mitigation is required.

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

No Impact. As stated in Response 4.12(a), the area within the project limits is not considered a mineral resource zone containing any known valuable mineral resources or previously utilized as a mineral resource recovery site. Further, the City's General Plan Conservation Element states that no active quarries exist within the City's boundaries.⁶¹ Therefore, the proposed project does not contain any mineral resource recovery sites, and the proposed project would not result in the loss of availability of such a site. No impact would occur, and no mitigation is required.

⁶¹ City of Yorba Linda. 2016. General Plan Conservation Element. October. Website: <https://www.yorbalinda.ca.gov/DocumentCenter/View/476/2016-GP-Conservation-Element?bidId=> (accessed February 21, 2024).

4.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>				
(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 2 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?	☐	☐	☐	☒

The analysis presented in the following section is based upon the *Noise and Vibration Impact Analysis Memorandum* (Noise Memo) prepared for the proposed project, which is included within this IS/MND as Appendix G.

Characteristics of Sound. Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level deemphasizes low and very high frequencies of sound similar to the human ear's deemphasis of these frequencies. Decibels (dB), unlike the linear scale (e.g., inches or pounds), are measured on a logarithmic scale, which is a scale based on powers of 10.

For example, 10 dB is 10 times more intense than 0 dB, 20 dB is 100 times more intense than 0 dB, and 30 dB is 1,000 times more intense than 0 dB. Thirty decibels (30 dB) represents 1,000 times as much acoustic energy as 0 dB. The decibel scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 dB (very quiet) to 100 dB (very loud).

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations), the sound decreases 3 dB for each doubling of distance in a hard site environment; however, line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the

predominant rating scales for communities in the State of California are the L_{eq} and Community Noise Equivalent Level (CNEL) or the day-night average noise level (L_{dn}) based on A-weighted decibels (dBA). CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours), and a 10 dBA weighting factor applied to noises occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally interchangeable. The City of Yorba Linda uses the CNEL noise scale for long-term noise impact assessment.

Other noise rating scales of importance when assessing the annoyance factor include the maximum noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max} , which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. L_{max} is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half the time the noise level exceeds this level, and half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3 dB or greater because this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1 dB and 3 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category includes changes in noise levels of less than 1 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

Existing Setting. The primary existing noise sources in the vicinity of the project limits are transportation facilities. Traffic on Yorba Linda Boulevard, Imperial Highway, and Lakeview Avenue is a steady source of ambient noise in the project vicinity. Land uses located adjacent to the intersections of Yorba Linda Boulevard and Imperial Highway and Yorba Linda Boulevard and Lakeview Avenue include primarily commercial uses; however, some residential uses also exist in the area.

Two long-term (24-hour) noise level measurements (LT-1 and LT-2) were conducted on January 10, 2024, using Larson Davis Spark 706RC dosimeters to document the existing noise environment within the project limits. Table 4.13.A summarizes the results of the long-term noise level measurements along with a description of the measurement locations and noise sources that occurred during the measurements. As shown in Table 4.13.A, the calculated CNEL levels at LT-1 and LT-2 were 68.5 dBA and 68.8 dBA, respectively. In addition, the daytime noise levels ranged from 65.0 to 68.3 dBA L_{eq} , evening noise levels ranged from 62.7 to 64.8 dBA L_{eq} , and nighttime average noise levels ranged from 49.4 to 66.8 L_{eq} . Also, the daytime maximum instantaneous noise levels ranged from 78.2 to 96.0 dBA, evening maximum instantaneous noise levels ranged from 78.2 to 83.7 dBA, and the nighttime maximum instantaneous noise levels ranged from 67.4 to 89.7 dBA. The long-term noise level

Table 4.13.A: Long-Term Ambient Noise Level Measurements

Monitoring No.	Location Description	Noise Levels (dBA)							Noise Sources
		Daytime ¹		Evening ²		Nighttime ³		CNEL	
		L _{eq}	L _{max}	L _{eq}	L _{max}	L _{eq}	L _{max}		
LT-1	18461 Yorba Linda Boulevard, Yorba Linda, CA. Center of a parking lot on a light pole just west of a vacant lot.	66.5–68.3	79.2–93.2	63.6–64.8	78.7–83.7	49.6–64.6	68.2–80.0	68.5	Traffic on Yorba Linda Boulevard, Lakeview Avenue, and Imperial Highway
LT-2	18452 Yorba Linda Boulevard, Yorba Linda, CA. Center of a parking lot on a tree just west of a tutoring center.	65.0–67.6	78.2–96.0	62.7–63.9	78.2–83.7	49.4–66.8	67.4–89.7	68.8	Traffic on Yorba Linda Boulevard, Lakeview Avenue, and Imperial Highway

Source: Compiled by LSA (2024).

¹ Daytime = Hours between 7:00 a.m. and 7:00 p.m.

² Evening = Hours between 7:00 p.m. and 10:00 p.m.

³ Nighttime = Hours between 10:00 p.m. and 7:00 a.m.

CNEL = Community Noise Equivalent Level

L_{eq} = equivalent continuous sound level

dBA = A-weighted decibel(s)

L_{max} = maximum instantaneous noise level

measurement survey sheets along with the hourly L_{eq}, maximum noise levels (L_{max}) and minimum noise levels (L_{min}) results, as well as figures depicting the long-term monitoring locations, are provided in Appendix G.

Traffic Noise. The Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA RD-77-108)⁶² was used to evaluate existing traffic-related noise conditions in the vicinity of the project limits. This model requires various parameters (including traffic volumes, vehicle mix, vehicle speed, and roadway geometry) to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the CNEL values. The existing average daily traffic (ADT) volumes were obtained from the *Yorba Linda Widening Traffic Impact Study*⁶³ prepared for the proposed project. The standard vehicle mix for Southern California roadways was used for traffic on these roadway segments. Table 4.13.B shows the existing traffic noise levels along Yorba Linda Boulevard in the project vicinity. These noise levels represent worst-case scenarios, which assume that no shielding is provided between the traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and the model printouts are provided in Appendix G.

⁶² Federal Highway Administration (FHWA). 1977. Highway Traffic Noise Prediction Model, FHWA RD 77 108.

⁶³ W.G. Zimmerman Engineering, Inc. (WGZE). 2024. *Yorba Linda Widening Traffic Impact Study*. January 31.

Table 4.13.B: Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Roadway Centerline
Yorba Linda Boulevard west of Imperial Highway	20,080	< 50	103	212	69.7
Yorba Linda Boulevard between Imperial Highway and Lakeview Avenue	26,640	71	126	256	72.3
Yorba Linda Boulevard east of Lakeview Avenue	28,170	65	126	264	71.7

Source: Compiled by LSA (2024).

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic

dBA = A-weighted decibels

CNEL = Community Noise Equivalent Level

ft = foot/feet

Impact Analysis

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

Less Than Significant Impact.

Construction. Two types of short-term noise impacts would occur during project construction. The first type would be from construction crew commutes and the transport of construction equipment and materials to the project limits and would incrementally raise noise levels on roadways leading to the site. The pieces of construction equipment for construction activities would move on site, would remain for the duration of each construction phase, and would not add to the daily traffic volume in the project vicinity. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 feet would generate up to a maximum of 84 dBA), the effect on longer-term ambient noise levels would be small because the daily construction-related vehicle trips would be relatively small when compared to the existing daily traffic volume on Yorba Linda Boulevard. The grubbing and land clearing phase would generate the most trips of all the construction phases, at 777 trips per day based on the California Emissions Estimator Model (CalEEMod, Version 2022.1) in Appendix A to this IS/MND. Based on the *Yorba Linda Widening Traffic Impact Study*,⁶⁴ Yorba Linda Boulevard has an estimated existing ADT volume of 20,080 near the project limits. Based on the information above, construction-related traffic would increase noise by up to 0.2 dBA. A noise level increase of less than 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, no short-term construction-related impacts associated with worker commutes and transport of construction equipment and material to the project limits would occur, and no noise reduction measures would be required.

The second type of short-term noise impact is related to noise generated from construction activities. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. The proposed project anticipates site preparation, grading, building construction, paving, and architectural coating phases of construction. These various sequential phases change the character of the noise generated on a project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction

⁶⁴ W.G. Zimmerman Engineering, Inc. (WGZE). 2024. *Yorba Linda Widening Traffic Impact Study*. January 31.

equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table 4.13.C lists the L_{max} recommended for noise impact assessments for typical construction equipment included in the FHWA Highway Construction Noise Handbook,⁶⁵ based on a distance of 50 feet between the equipment and a noise receptor.

Table 4.13.C: Typical Construction Equipment Noise Levels

Equipment Description	Acoustical Usage Factor ¹ (%)	Maximum Noise Level (L_{max}) at 50 ft ²
Backhoe	40	80
Compactor (ground)	20	80
Compressor	40	80
Crane	16	85
Dozer	40	85
Dump Truck	40	84
Excavator	40	85
Flatbed Truck	40	84
Man Lift (Forklift)	20	85
Front-End Loader	40	80
Generator	50	82
Generator (<25KVA, VMS signs)	50	70
Grader	40	85
Jackhammer	20	85
Pavement Scarifier	20	85
Paver	50	85
Pickup Truck	40	55
Pneumatic Tools	50	85
Pump	50	77
Rock Drill	20	85
Roller	20	85
Scraper	40	85
Tractor	40	84
Welder/Torch	40	73

Source: FHWA Highway Construction Noise Handbook, Table 9.1, (FHWA 2006).

Note: The noise levels reported in this table are rounded to the nearest whole number.

¹ Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

² Maximum noise levels were developed based on Specification 721.560 from the CA/T program to be consistent with the City of Boston, Massachusetts, Noise Code for the “Big Dig” project.

CA/T = Central Artery/Tunnel

ft = foot/feet

FHWA = Federal Highway Administration

L_{max} = maximum instantaneous noise level

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery, such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation, followed by 3 or 4 minutes at lower power settings.

⁶⁵ Federal Highway Administration (FHWA). 2006. *Highway Construction Noise Handbook*. Roadway Construction Noise Model, FHWA-HEP-06-015. DOT-VNTSC-FHWA-06-02. NTIS No. PB2006-109012. August.

Construction of the proposed project is expected to require on-site use of bulldozers, front-end loaders, and water/pickup trucks. Noise associated with the use of construction equipment is estimated to be between 55 and 85 dBA L_{max} at a distance of 50 feet from the active construction area during grading/ excavation. As shown in Table 4.13.C, the maximum noise level generated by each bulldozer is assumed to be approximately 85 dBA L_{max} at 50 feet from the bulldozer. Each front-end loader would generate approximately 80 dBA L_{max} at 50 feet. The maximum noise level generated by water trucks/pickup trucks is approximately 55 dBA L_{max} at 50 feet from these vehicles. Each doubling of the sound source with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of construction would be 86 dBA L_{max} at a distance of 50 feet from the active construction area. Based on a usage factor of 40 percent, the worst-case combined noise level during this phase of construction would be 82 dBA L_{eq} at a distance of 50 feet from the active construction area.

The closest residence is located within 50 feet of the project construction area. Therefore, these receptor locations may be subject to short-term noise reaching 86 dBA L_{max} (82 dBA L_{eq}) or higher generated by construction activities in the project area. Although the noise generated by project construction activities would be higher than the ambient noise levels and would result in a temporary increase in the ambient noise levels, construction noise would stop once project construction is completed. Construction activities shall be limited to between the hours of 7:00 a.m. and 8:00 p.m. on weekdays, including Saturdays pursuant to Section 8.32.090(d) of the City's Municipal Code. The implementation of construction hour limits would minimize construction noise. Therefore, noise generated from project construction activities would be less than significant.

Operation. The FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77 108)⁶⁶ was used to evaluate traffic-related noise conditions along Yorba Linda Boulevard. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed, and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the CNEL values. The existing (2023) and future (2025) ADT volumes were obtained from the *Yorba Linda Widening Traffic Impact Study*.⁶⁷ The standard vehicle mix for Southern California roadways was used for traffic on these roadway segments. Tables 4.13.D and 4.13.E show the existing (2023) and future (2025) traffic noise levels without and with the project, respectively. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between traffic and the location where the noise contours are drawn.

As shown in Tables 4.13.D and 4.13.E, the project-related traffic noise on Yorba Linda Boulevard would increase by up to 0.4 dBA. Noise level increases below 3 dBA would not be perceptible to the human ear in an outdoor environment. Therefore, noise impacts from project-related traffic to off-site sensitive receptors would be less than significant, and no mitigation measures are required.

⁶⁶ Federal Highway Administration (FHWA). 1977. Highway Traffic Noise Prediction Model, FHWA RD 77 108.

⁶⁷ W.G. Zimmerman Engineering, Inc. (WGZE). 2024. *Yorba Linda Widening Traffic Impact Study*. January 31.

Table 4.13.D: Existing (2023) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Roadway Centerline	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Roadway Centerline	Increase from Without Project Conditions
Yorba Linda Boulevard west of Imperial Highway	20,080	< 50	103	212	69.7	20,080	< 50	106	213	69.9	0.2
Yorba Linda Boulevard between Imperial Highway and Lakeview Avenue	26,640	71	126	256	72.3	26,640	73	127	257	72.5	0.2
Yorba Linda Boulevard east of Lakeview Avenue	28,170	65	126	264	71.7	28,170	69	128	265	72.1	0.4

Source: Compiled by LSA (2024).

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic

dBA = A-weighted decibels

CNEL = Community Noise Equivalent Level

ft = foot/feet

Table 4.13.E: Future (2025) Traffic Noise Levels Without and With Project

Roadway Segment	Without Project Traffic Conditions					With Project Traffic Conditions					
	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Roadway Centerline	ADT	Centerline to 70 dBA CNEL (ft)	Centerline to 65 dBA CNEL (ft)	Centerline to 60 dBA CNEL (ft)	CNEL (dBA) 50 ft from Roadway Centerline	Increase from Without Project Conditions
Yorba Linda Boulevard west of Imperial Highway	20,470	< 50	104	214	69.8	20,470	< 50	108	216	70.0	0.2
Yorba Linda Boulevard between Imperial Highway and Lakeview Avenue	27,175	72	127	260	72.4	27,175	74	128	260	72.5	0.1
Yorba Linda Boulevard east of Lakeview Avenue	28,730	66	128	267	71.8	28,730	69	129	268	72.1	0.3

Source: Compiled by LSA (2024).

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic

dBA = A-weighted decibels

CNEL = Community Noise Equivalent Level

ft = foot/feet

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

Less Than Significant Impact.

Construction. Vibration generated by construction equipment can result in varying degrees of ground vibration, depending on the equipment. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings on soil near an active construction area respond to these vibrations, which range from imperceptible to low rumbling sounds with perceptible vibrations and slight damage at the highest vibration levels. Typically, construction-related vibration does not reach vibration levels that would result in damage to nearby structures.

The California Department of Transportation (Caltrans) *Transportation and Construction Vibration Guidance Manual*⁶⁸ shows that the vibration damage threshold for continuous/frequent intermittent sources is 0.25 peak-particle velocity (PPV) (inches per second [in/sec]) for historic and old buildings. The manual shows the vibration annoyance potential criteria to be barely perceptible at 0.01 PPV (in/sec), distinctly perceptible at 0.04 PPV (in/sec), and strongly perceptible at 0.10 PPV (in/sec) for continuous/frequent intermittent sources. These thresholds were used to evaluate the potential for short-term construction-related ground-borne vibration during construction of the proposed project.

The formula for vibration transmission is provided below. In the equation, D represents the distance of interest, PPV_{equip} is the calculated peak particle velocity in units of in/sec of the construction equipment type at the distance of interest, PPV_{ref} is the reference vibration level for that type of construction heavy equipment in in/sec at the reference distance of 25 feet:

$$PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$$

Bulldozers and trucks used for construction of the proposed project would generate the highest ground-borne vibration levels. Table 4.13.F shows the reference vibration levels at a distance of 25 feet for each type of standard construction equipment from the Caltrans *Transportation and Construction Vibration Guidance Manual*.⁶⁹

As shown in Table 4.13.F, the use of large bulldozers and loaded trucks associated with construction of the proposed project would generate ground-borne vibration levels of up to 0.089 PPV (in/sec) and 0.076 PPV (in/sec), respectively, when measured at 25 feet. The closest building structure is a commercial building approximately 15 feet from the project construction boundary that would experience vibration levels of up to 0.191 PPV (in/sec). Although this vibration level would be strongly perceptible, vibration levels would not exceed the damage threshold of 0.3 PPV (in/sec) because the condition of the commercial building would be equivalent to or better than older residential structures. Therefore, short-term construction impacts related to ground-borne vibration or ground-borne noise would be less than significant.

⁶⁸ California Department of Transportation (Caltrans). 2020. Website: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf> (accessed January 2024).

⁶⁹ Ibid.

Table 4.13.F: Vibration Source Amplitudes for Construction Equipment

Equipment	Reference PPV (in/sec) at 25 ft
Vibratory roller	0.210
Large bulldozer¹	0.089
Caisson drilling	0.089
Loaded trucks¹	0.076
Jackhammer	0.035
Small bulldozer	0.003

Source: *Transportation and Construction Vibration Guidance Manual* (Caltrans 2020).

¹ The equipment shown in **bold** is expected to be used on site.

ft = foot/feet

PPV = peak particle velocity

in/sec = inches per second

Operation. Roads with smooth surface are not typically major sources of ground-borne noise or vibration. Ground-borne vibration is mostly associated with passenger vehicles and trucks traveling on roads with poor conditions, such as potholes, bumps, expansion joints, or other discontinuities in the road surface. Passenger vehicles and trucks would cause effects such as rattling of windows, and the sources are almost always airborne noise. The proposed project would include new asphalt pavement with proper maintenance. 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 within the project limits. Therefore, ground-borne vibration and noise impacts generated by vehicles traveling on Yorba Linda Boulevard within the project limits would be less than significant. No mitigation measures are required.

(c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The closest airport to the project limits is Fullerton Municipal Airport, a commercial service airport located approximately 9.7 miles west of the project limits. Further, the project limits are located well beyond the 60 dBA CNEL airport noise contour and are not located within any airport impact zones based on the Airport Environs Land Use Plan (AELUP) for Fullerton Municipal Airport.⁷⁰ In addition, the proposed project is not located in the vicinity of a private airstrip. The proposed project is a transportation improvement project and would not involve the introduction of residential or employment uses in the project limits. Therefore, the project would not expose people residing or working in the project vicinity to aviation-related excessive noise levels, and no impacts would occur.

⁷⁰ Airport Land Use Commission (ALUC). 2008. *Airport Environs Land Use Plan for John Wayne Airport*. Website: <https://files.ocair.com/media/2021-02/AELUP%20for%20FMA%2005092019.pdf> (accessed March 8, 2024).

4.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(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?	☐	☐	☒	☐

Impact Analysis

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

No Impact. The proposed project would include various improvements to Yorba Linda Boulevard as it intersects with Imperial Highway and Lakeview Avenue in order to serve existing users of the roadway and does not propose any new inhabitable structures. The proposed project would not cause or result in direct population growth because the proposed project would not provide or remove housing on or nearby the project limits. The proposed project is not anticipated to generate any new permanent employment, though it would provide temporary employment throughout the duration of project construction.

Operation of the proposed project would not induce substantial population growth or accelerate development in an underdeveloped area, and no impacts to population growth would occur. No mitigation is required.

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

Less Than Significant Impact. As previously stated, the project proposes to improve various roadway features of Yorba Linda Boulevard within the project limits. Partial property acquisitions associated with widening Yorba Linda Boulevard to accommodate the proposed intersection widening would affect seven parcels, consisting of Assessor's Parcel Numbers (APNs) 334-391-07, 334-281-27, 348-161-01, 348-161-12, 348-161-13, 348-162-15, and 348-162-16. These parcels generally contain commercial establishments and associated parking facilities, and do not contain any residences. Further, these partial acquisitions would affect small portions of each parcel and would not result in the demolition or repurposing of any existing structures. Because none of the affected parcels contain any housing units and existing commercial structures within the affected parcels would remain intact, the proposed project would not displace any housing or people, nor require or necessitate the development of replacement housing elsewhere. Impacts would be less than significant, and no mitigation would be required.

4.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) 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:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

Impact Analysis

(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:

i. Fire protection?

Less Than Significant Impact. The Orange County Fire Authority (OCFA) is a Joint Powers Authority that serves the City of Yorba Linda and is responsible for reducing loss of lives and property from fire, medical, and environmental emergencies occurring within the City. OCFA provides fire protection, emergency medical and rescue services, hazardous materials inspection and response, and public education activities to its service area of 1,894,382 residents throughout 24 cities and unincorporated Orange County.⁷¹ OCFA Operations Division 4 includes Battalions 2 and 3, which are assigned to serve the Cities of Tustin, Villa Park, and Yorba Linda. The City of Yorba Linda is within the service area of Battalion 2. Currently, OCFA has a total of 78 stations, including two specialty stations, located throughout Orange County. OCFA Reserve Firefighters also work as part of ten different stations in Orange County. Three OCFA fire stations serve the City of Yorba Linda: Station 10, Station 32, and Station 53. The OCFA station located nearest the project limits is Fire Station 10, which is located less than 1,000 feet north of the project limits at 18422 Lemon Drive.⁷² The daily staffing of Station No. 10

⁷¹ Orange County Fire Authority (OCFA). 2023b. Fiscal Year 2023-2024 Adopted Budget. Website: <https://ocfa.org/Uploads/Transparency/OCFA%202023-2024%20Adopted%20Budget.pdf> (accessed February 22, 2024).

⁷² Orange County Fire Authority (OCFA). n.d. Operations Division 4. Website: <https://www.ocfa.org/AboutUs/Departments/OperationsDirectory/Division4.aspx> (accessed February 22, 2024).

includes 3 fire captains, 3 fire apparatus engineers, and 6 firefighters, and the total station staffing is 15 employees.⁷³ Fire Station 10 is served by Medic Engine 10 and Patrol 10.

In Fiscal Year 2023/2024, OCFA had 1,615 full-time equivalent uniformed and civilian personnel budgeted.⁷⁴ The ratio of OCFA firefighters per 10,000 residents has remained steady over the past five fiscal years and has most recently been recorded as a ratio of 6.06.⁷⁵ Over the past ten fiscal years, the emergency call load has increased by 62 percent, which was partially due to additional cities such as Garden Grove and Santa Ana joining the OCFA. According to OCFA's 2022 Statistical Annual Report, OCFA responded to a total of 170,934 incidents throughout its service area, 130,653 of which were relayed to emergency medical services (EMS).⁷⁶ Within the City of Yorba Linda, OCFA responded to 4,892 incidents, 3,744 of which were relayed to EMS.⁷⁷

The proposed project consists of roadway improvements and would not increase employment or result in additional residents within the City. Therefore, project implementation would not trigger the need for new fire protection facilities. However, it should be noted that in order to accommodate the proposed widening of Yorba Linda Boulevard, three fire hydrants would be relocated during construction of the proposed project. The specific fire hydrants to be relocated are as follows:

- The fire hydrant on the south side of Yorba Linda Boulevard west of Imperial Highway in front of the Chili's Restaurant;
- The fire hydrant on the south side of Yorba Linda Boulevard in between Imperial Highway and Lakeview Avenue on the west side of the driveway into the Galleria de Yorba shopping center; and
- The fire hydrant on the south side of Yorba Linda Boulevard east of Lakeview Avenue in front of the Yorba Linda Palms Apartments.

However, these fire hydrants would be relocated in similar locations in order to align with the new curb alignment, and would not otherwise undergo any physical alterations. Once construction of the proposed project is complete, the three fire hydrants would continue to operate as they do under existing conditions. Therefore, the proposed project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain

⁷³ City of Yorba Linda. 2016. General Plan Public Services and Utilities Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/475/2016-Yorba-Linda-General-Plan-PDF?bidId=> (accessed March 14, 2024).

⁷⁴ Orange County Fire Authority (OCFA). 2023b. Fiscal Year 2023-2024 Adopted Budget. Website: <https://ocfa.org/Uploads/Transparency/OCFA%202023-2024%20Adopted%20Budget.pdf> (accessed February 22, 2024).

⁷⁵ Ibid.

⁷⁶ Orange County Fire Authority (OCFA). 2023a. 2022 Statistical Annual Report. Website: <https://ocfa.org/Uploads/Transparency/OCFA%20Annual%20Report%202022.pdf> (accessed February 22, 2024).

⁷⁷ Ibid.

acceptable service ratios, response times, or other performance objectives for fire protection. Impacts would be less than significant, and no mitigation is required.

ii. Police protection?

No Impact. The City of Yorba Linda contracts with the Orange County Sheriff's Department (OCSD) for police protection services.⁷⁸ OCSD provides 24-hour contract law enforcement services to the City, including the project limits. The Orange County Sheriff's Department consists of five organizational Commands comprised of 23 Divisions.⁷⁹ The North Operations Division covers the City of Yorba Linda, in addition to the Cities of Stanton and Villa Park. The City of Yorba Linda Police Services building is located at 20994 Yorba Linda Boulevard, approximately 2.5 miles west of the project limits. In 2022, approximately 18,437 calls for police services were made within the City.

The proposed project consists of roadway improvements and would not increase employment or result in additional residents within the City. Therefore, project implementation would not trigger the need for new or physically altered police facilities. The proposed project would not result in substantial adverse physical impacts associated with the provision of or 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 police protection. Therefore, the proposed project would have no impact to police facilities, and no mitigation is required.

iii. Schools?

No Impact. The Placentia-Yorba Linda Unified School District (PYLUSD) contains 34 school sites, including elementary (K–6), middle (7–8), high (9–12), and alternative schools, between the Cities of Yorba Linda, Placentia, Anaheim, Fullerton, and Brea.⁸⁰ The student population of PYLUSD for the 2023–2024 school year was approximately 22,500 students.

Yorba Linda Boulevard serves as the attendance boundary for several schools within the PYLUSD. The closest PYLUSD elementary school to the proposed project is Mabel Paine Elementary School, located approximately 0.5 mile north of the project limits. According to the PYLUSD website, this elementary school feeds into Yorba Linda Middle School, located at 4777 Casa Loma Avenue approximately 0.6 mile west of the project limits. Yorba Linda Middle School then generally feeds into Yorba Linda High School, located at 19900 Bastanchury Road approximately 1.1 mile northeast of the project limits.

The proposed project consists of roadway improvements and would not increase employment or result in additional residents within the City. Therefore, the proposed project would not introduce any new school-age children to the project limits or the City, and would not trigger the need for new or physically altered school facilities. The proposed project would not result in substantial adverse

⁷⁸ City of Yorba Linda. n.d. Police. Website: <https://www.yorbalindaca.gov/275/Police> (accessed February 22, 2024).

⁷⁹ Orange County Sheriff's Department (OCSD). n.d. Commands and Divisions. Website: <https://www.ocsheriff.gov/commands-divisions-0> (accessed February 23, 2024).

⁸⁰ Placentia-Yorba Linda Unified School District (PYLUSD). About Us. Website: https://www.pylusd.org/apps/pages/index.jsp?uREC_ID=198839&type=d&pREC_ID=428694 (accessed February 23, 2024).

physical impacts associated with the provision of or need for new or physically altered educational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable staff ratios, classroom sizes, or other performance objectives for education. Therefore, the proposed project would have no impact to school facilities, and no mitigation is required.

iv. Parks?

No Impact. According to the City’s Open Space and Recreation Element, the City contains approximately 186.08 acres of parkland, including mini-parks, linear parks, greenbelts, neighborhood parks, and community parks.⁸¹ In addition, three regional parks and one State park fall within or adjacent to the City’s planning area: Yorba Regional Park, Carbon Canyon Regional Park, Featherly Regional Park, and Chino Hills State Park--which together account for 14,769.69 acres of parkland, as broken down in Table 4.15.A below.

Table 4.15.A: Regional and State Park Facilities

Park/Facility	Classification	Total Acreage
Yorba Regional Park	Regional Park	105.69
Carbon Canyon Regional Park	Regional Park	124.00
Featherly Regional Park	Regional Park	364.00
Chino Hills State Park	State Park	14,176.00
Total Regional Park Acreage		14,769.69

Source: General Plan Open Space and Recreation Element (City of Yorba Linda 2016).

The Yorba Linda Parks and Recreation Master Plan (PRMP)⁸² recommends the following standards regarding acreage of recreational facilities:

- Local neighborhood and community parkland standard of four acres per 1,000 residents (including joint use of property pursuant to agreement with other agencies such as the school district);
- One acre of mini-park/greenbelt parkland per 1,000 residents; and
- Ten acres of regional parkland per 1,000 residents.

When combined (mini, local, neighborhood, and regional), the Yorba Linda PRMP’s recommended parkland standard is 15 acres of parkland per 1,000 residents.⁸³ With inclusion of regional parks, school fields, and the 219-acre Black Gold Golf Club, the recommended combined parkland standard

⁸¹ City of Yorba Linda. 2016. General Plan Open Space and Recreation Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/472/2016-GP-Open-Space-and-Recreation-Element?bidId=> (accessed February 23, 2024).

⁸² City of Yorba Linda. 2014. Parks and Recreation Master Plan. August. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/622/Parks-and-Recreation-Master-Plan-PDF?bidId=> (accessed February 22, 2024).

⁸³ City of Yorba Linda. 2016. General Plan Open Space and Recreation Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/472/2016-GP-Open-Space-and-Recreation-Element?bidId=> (accessed February 22, 2024).

is met. However, the City's Open Space and Recreation Element identified a deficit of 101.2 acres of local parkland in order to meet the local neighborhood and community parkland standard and identified several strategies for achieving this standard.

The nearest park to the project limits is Richard Nixon Park, which consists of a lawn, trees, and a walking path. Richard Nixon Park is located directly north of the project limits, separated from Yorba Linda Boulevard by Mimi's Café and a surface parking lot. The proposed project would not expand or otherwise physically alter Richard Nixon Park. Further, the proposed project consists of roadway improvements and would not increase employment or result in additional residents within the City. Therefore, project implementation would not trigger the need for new or physically altered park facilities, including Richard Nixon Park. The proposed project would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered park facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable recreational opportunities for City residents. Therefore, the proposed project would have no impacts to park facilities, and no mitigation is required.

v. Other public facilities?

No Impact. Implementation of the proposed project would not increase demand for other public services including libraries, community centers, and public health care facilities. As previously discussed, the proposed project consists of roadway improvements and does not include development of residential uses or a permanent increase in employment and would therefore not result in increased demand for other public facilities. Therefore, the proposed project would result in no impacts related to other public facilities, and no mitigation is required.

4.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No 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?	☐	☐	☒	☐

Impact Analysis

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

Less Than Significant Impact. As discussed in Section 4.15, Public Services, the City of Yorba Linda contains approximately 186.08 acres of parkland, including mini-parks, linear parks, greenbelts, neighborhood parks, and community parks. In addition, three regional parks and one state park fall within or adjacent to the City's planning area--Yorba Regional Park, Carbon Canyon Regional Park, Featherly Regional Park, and Chino Hills State park--which together account for 14,769.69 acres of parkland.

The Yorba Linda Parks and Recreation Master Plan (PRMP)⁸⁴ recommends the following standards regarding acreage of recreational facilities:

- Local neighborhood and community parkland standard of four acres per 1,000 residents (including joint use of property pursuant to agreement with other agencies such as the school district);
- One acre of mini-park/greenbelt parkland per 1,000 residents; and
- Ten acres of regional parkland per 1,000 residents.

When combined (mini, local, neighborhood, and regional), the Yorba Linda PRMP's recommended parkland standard is 15 acres of parkland per 1,000 residents.⁸⁵ With inclusion of regional parks, school fields, and the 219-acre Black Gold Golf Club, the recommended combined parkland standard is met. However, the City's Open Space and Recreation Element identified a deficit of 101.2 acres of

⁸⁴ City of Yorba Linda. 2014. Parks and Recreation Master Plan. August. Website: <https://www.yorbalinda.ca.gov/DocumentCenter/View/622/Parks-and-Recreation-Master-Plan-PDF?bidId=> (accessed February 22, 2024).

⁸⁵ City of Yorba Linda. 2016. General Plan Open Space and Recreation Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/472/2016-GP-Open-Space-and-Recreation-Element?bidId=> (accessed February 22, 2024).

local parkland in order to meet the local neighborhood and community parkland standard, and identified several strategies for achieving this standard.

According to the map of recreational trails provided in Exhibit OR-2 of the City's General Plan Open Space and Recreation Element, the project limits do not contain any trails, multipurpose trails, or County of Orange bicycle paths. Yorba Linda Boulevard within the project limits does not contain bicycle lanes in either direction.

The nearest recreational facility to the project limits is Richard Nixon Park, which consists of a lawn, trees, and a walking path. Richard Nixon Park is located directly north of the project limits, separated from Yorba Linda Boulevard by Mimi's Café and a surface parking lot.

During construction of the proposed project, temporary delays may affect those using Yorba Linda Boulevard to access Richard Nixon Park. However, these impacts would be temporary and less than significant, as discussed in more detail in Section 4.17, Transportation.

As previously discussed, the proposed project does not include development of residential uses or a permanent increase in employment and would therefore not result in increased demand for recreational facilities, including neighborhood parks or regional parks. Further, because the proposed project would not contribute to a population increase, it would not accelerate substantial physical deterioration of nearby recreational facilities. As such, the proposed project would result in less than significant impacts to existing recreational facilities, and no mitigation is required.

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

Less Than Significant Impact. As discussed in Section 4.15, Public Services, in Response 4.15(a)(iv), the project limits are adjacent to one existing recreational facility within the City: Richard Nixon Park. Richard Nixon Park would not be affected by the property acquisitions necessitated by the proposed project. While no changes to Richard Nixon Park are proposed under the project, temporary construction-related lane closures may occur but would not result in significant adverse impacts pertaining to access to recreational facilities within the City including Richard Nixon Park.

Further, the proposed project would not develop any new recreational facilities that would require the construction or expansion of existing recreational facilities that might have an adverse effect on the environment. Therefore, impacts to recreation facilities would be less than significant, and no mitigation is required.

4.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(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?	☐	☐	☒	☐

This section is based on the information presented in both the *Traffic Impact Study* and the *Yorba Linda Boulevard Traffic Operations Study*, prepared for the proposed project by W.G. Zimmerman Engineering, Inc. in January 2024. These documents are included as Appendix H to this IS/MND.

Impact Analysis

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

Less Than Significant Impact. As stated in Section 4.11, Land Use and Planning, of this IS/MND, the proposed project would be required to comply with the Orange County Congestion Management Program (CMP), which identifies Imperial Highway as part of the CMP Highway System.⁸⁶ However, there are no specific CMP requirements for roadway segment monitoring.⁸⁷ Further, Figure 5, Summary of Conformance, in the Orange County CMP, states that no CMP intersections currently exist within the City of Yorba Linda. Based on this, and the fact that the proposed project would ultimately contribute to the achievement of traffic congestion reduction goals set forth in the CMP, the proposed project would be consistent with the Orange County CMP.

The proposed project would be required to comply with the City's General Plan goals and policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Circulation Element of the City of Yorba Linda General Plan guides the development of the City's circulation system in a manner that supports the citywide objectives of the General Plan.

As previously stated, the City's General Plan Circulation Element classifies Yorba Linda Boulevard as a Modified Major Arterial between the western city limit and Fairmont Boulevard. This type of roadway provides six travel lanes with a daily capacity of 56,300 vehicles at a modified right-of-way width of

⁸⁶ Orange County Transportation Authority (OCTA). 2023. *2023 Orange County Congestion Management Program Report*. November. Website: <https://www.octa.net/pdf/2023CMP.pdf?n=202311> (accessed March 13, 2024).

⁸⁷ City of Yorba Linda. 2016. General Plan Circulation Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/516/2016-GP-Circulation-Element?bidId=> (accessed March 13, 2024).

100 feet. Due to this relatively narrow right-of-way, the roadway does not contain any bicycle lanes and does not permit on-street parking. An Orange County Transportation Authority (OCTA) bus stop is located along the northern curb of Yorba Linda Boulevard, just west of the roadway's intersection with Imperial Highway. This bus stop would be shifted to meet the proposed roadway realignment, but would not experience any adverse effects once the proposed project is operational.

Other roadways to be affected by the proposed project are Imperial Highway and Lakeview Avenue. Imperial Highway is classified as a Smart Street with six lanes north of Yorba Linda Boulevard and four lanes south of Yorba Linda Boulevard. North of Yorba Linda Boulevard, the curb-to-curb street width is approximately 90 feet, with three lanes in both directions with a dual left-turn lane and a shared through/right-turn lane at the intersection. South of the intersection, the street width is approximately 84 feet, with two lanes in each direction with a left-turn lane and a shared through/right-turn lane at the intersection. Parking is not allowed on the street, and there is a raised concrete median that separates each direction of traffic.

Lakeview Avenue is a four-lane (two lanes in each direction) facility. North of Yorba Linda Boulevard, Lakeview Avenue has a curb-to-curb width of 70 feet and is classified as a Secondary Arterial and south of the intersection, it is classified as a Primary Arterial. The lane geometrics consist of two lanes in each direction with dual left turns northbound and southbound at the intersection. Parking is not allowed on the street, and there are Class II Bike Lanes north of the intersection.

Level of Service (LOS) is a qualitative measure of the effect of traffic flow factors, such as speed, travel time, interruptions, freedom to maneuver, driver comfort, and convenience. The City has established Level of Service (LOS) D as the threshold or lowest acceptable level of roadway and intersection operation for planning purposes.⁸⁸ The criteria for LOS used in the following analysis are based on the ICU (intersection capacity utilization) methodology for signalized intersections which categorizes Level of Service by the V/C ratio (volume to capacity) of the intersection, which is the methodology presented in the City's Circulation Element to explain the various LOS ratings, as follows:

- **Level A** – V/C ratio of 0.00–0.60. Primarily free-flow conditions at average travel speeds. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delays at intersections are minimal.
- **Level B** – V/C ratio of 0.61–0.70. The control delay ranges from 10 to 15 seconds per vehicle. Unimpeded operations at average travel speeds. The ability to maneuver in the traffic stream is slightly restricted; delays are not bothersome.
- **Level C** – V/C ratio of 0.71–0.80. The control delay ranges from 15 to 25 seconds per vehicle. Stable operations; however, ability to change lanes and maneuver may be more restricted than LOS B, and longer queues are experienced at intersections.

⁸⁸ City of Yorba Linda. 2016. General Plan Circulation Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/516/2016-GP-Circulation-Element?bidId=> (accessed March 13, 2024).

- **Level D** – V/C ratio of 0.81–0.90. The control delay ranges from 25 to 35 seconds per vehicle. Congestion occurs and a small change in volume increases delays substantially.
- **Level E** – V/C ratio of 0.91–1.00. Severe congestion occurs with extensive delays accompanied by low travel speeds.
- **Level F** – V/C ratio greater than 1.00. Extremely low speeds and intersection congestion occurs with high delays and extensive queuing.

Existing peak hour traffic volumes are based upon morning and evening peak period intersection turning movement counts obtained from Counts Unlimited on November 30, 2022, during typical weekday conditions. The morning peak period was collected between 7:00 AM and 9:00 AM and the evening peak period was collected between 4:00 PM and 6:00 PM. These traffic volume counts were used to evaluate the intersections' existing and future LOS within the project limits. The primary measures of evaluation include LOS and delay. The study intersections' LOS were calculated using Synchro software, which is based on the Highway Capacity Manual method for signalized and unsignalized intersections. The AM and PM peak hour LOS were calculated based on the following conditions:

- Existing conditions (2023)
- Existing conditions (2023) plus project
- Future conditions (2025)
- Future conditions (2025) plus project

Table 4.17.A summarizes the results of the existing weekday morning and evening peak hour V/C ratio and corresponding LOS at each intersection. As shown in Table 4.17.A, the proposed project is forecasted to result in no significant traffic impact at the study intersections, as both intersections experience no change in LOS in the Existing Plus Project scenario, and even experience slight delay improvements.

Table 4.17.A: Existing Conditions (2023) Intersection Level of Service

ID	Intersection	Peak Hour	Existing		Existing + Project		Change in Delay	Significant Impact?
			Delay	LOS	Delay	LOS		
1	Yorba Linda Boulevard and Imperial Highway	AM	42.9	D	37.3	D	-5.60	NO
		PM	51.9	D	42.0	D	-9.90	NO
2	Yorba Linda Boulevard and Lakeview Avenue	AM	44.4	D	41.2	D	-3.20	NO
		PM	44.5	D	40.0	D	-3.60	NO

Source: *Yorba Linda Widening Traffic Impact Study* (W.G. Zimmerman Engineering, Inc., January 2024).

LOS = Level of Service

Table 4.17.B summarizes the future (2025) weekday morning and evening peak hour V/C ratio and corresponding LOS at each intersection. As shown in Table 4.17.B, the proposed project is forecast to result in less than significant impacts at the study intersections, as both intersections experience no change in LOS in the Existing Plus Project scenario, and even experience slight delay improvements.

Table 4.17.B: Future Conditions (2025) Intersection Level of Service

ID	Intersection	Peak Hour	Existing		Existing + Project		Change in Delay	Significant Impact?
			Delay	LOS	Delay	LOS		
1	Yorba Linda Boulevard and Imperial Highway	AM	43.1	D	37.5	D	-5.60	NO
		PM	53.2	D	42.2	D	-11.00	NO
2	Yorba Linda Boulevard and Lakeview Avenue	AM	44.1	D	41.2	D	-2.90	NO
		PM	44.8	D	41.2	D	-1.60	NO

Source: *Yorba Linda Widening Traffic Impact Study* (W.G. Zimmerman Engineering, Inc., January 2024).

LOS = Level of Service

Table 4.17.C shows the queue length of turning movements in feet at the two study intersections using the Synchro and SimTraffic modeling programs. As shown in Table 4.17.C, with the proposed additional turning lanes, current and future traffic volumes will no longer exceed storage capacities of the turn pockets in all but one of the turning movements.

Table 4.17.C: Study Intersection Queue Lengths

Intersection	Direction	Storage (ft)	Existing (ft)		Existing + Project (ft)		Future (ft)		Future + Project (ft)	
			AM Queue	PM Queue	AM Queue	PM Queue	AM Queue	PM Queue	AM Queue	PM Queue
Yorba Linda Boulevard and Imperial Highway	Eastbound Left Turn	113 120	95	167	48	87	96	170 ¹	48	88
	Eastbound Right Turn	- 250	-	-	173	218	-	-	176	228
	Westbound Left Turn	155 160	241 ¹	310 ¹	124	135	245 ¹	316 ¹	126	136
Yorba Linda Boulevard and Lakeview Avenue	Eastbound Left Turn	125 125	205 ¹	220	111	136 ¹	206 ¹	219 ¹	112	134
	Westbound Left Turn	190 190	303 ¹	255 ¹	156	128	309 ¹	260 ¹	159	129

Source: *Yorba Linda Widening Traffic Impact Study* (W.G. Zimmerman Engineering, Inc., January 2024).

¹ Exceeds storage

ft = foot/feet

As shown in Tables 4.17.A, 4.17.B, and 4.17C, the proposed project would not adversely affect the LOS of the intersections within the project limits, and would actually slightly improve traffic delays under the existing and future scenarios. Further, the proposed project would improve the existing traffic queuing issue and would ensure that queues do not exceed the storage capacities of the turn pockets in all but one turning scenario. As such, the proposed project would be consistent with the LOS metrics and other circulation-related goals set forth in the City's General Plan Circulation Element.

Based on the analysis presented above, the proposed project would not conflict with plans addressing the circulation system of the project limits. The proposed project's impacts to adopted plans, policies, or regulations would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law, which directed the Governor’s Office of Planning and Research (OPR) to establish new CEQA guidance for jurisdictions that remove the level of service (LOS) method, which focuses on automobile vehicle delay and other similar measures of vehicular capacity or traffic congestion, from CEQA transportation analysis. Rather, vehicle miles traveled (VMT), or other measures that promote “the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses,” are now used as the basis for determining significant transportation impacts in the State.

As part of a January 2018 update to the *State CEQA Guidelines*, Section 15064.3 codifies that project-related transportation impacts are typically best measured by evaluating the project’s VMT. Specifically, subdivision (b) focuses on specific criteria related to transportation analysis. Subdivision (b)(2) addresses VMT associated with transportation projects and states that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, should be presumed to have a less than significant impact. Subdivision (b)(4) stipulates that lead agencies have the discretion to formulate a methodology that would appropriately analyze a project’s VMT. The *City of Anaheim Traffic Impact Analysis Guidelines for California Environmental Quality Act Analysis*⁸⁹ and the *City of Yorba Linda Traffic Impact Analysis Guidelines*⁹⁰ establish thresholds for land development projects, but do not establish thresholds for transportation projects. However, the State provides sufficient guidance to evaluate transportation project impacts related to VMT.

The *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) published by the Governor’s Office of Planning and Research in December 2018 states the following:

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 [in addition to various other examples]:

- Roadside safety devices or hardware installation such as median barriers and guardrails.
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as through lanes.⁹¹

⁸⁹ City of Anaheim. 2020. City of Anaheim Traffic Impact Analysis Guidelines for California Environmental Quality Act Analysis. June. Website: <https://www.anaheim.net/DocumentCenter/View/32774/City-of-Anaheim-TIA-Guidelines-for-CEQA-Analysis-62020> (accessed January 17, 2024).

⁹⁰ City of Yorba Linda. 2020. City of Yorba Linda Traffic Impact Analysis (TIA) Guidelines. May. Website: https://yorbalingra.granicus.com/MetaViewer.php?view_id=&event_id=1063&meta_id=151572 (accessed January 17, 2024).

⁹¹ Governor’s Office of Planning and Research (OPR). 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA*. April. Website: https://opr.ca.gov/docs/20180416-743_Technical_Advisory_4.16.18.pdf (accessed January 17, 2024).

The proposed project would realign Yorba Linda Boulevard and modify the existing median to facilitate the construction of a second eastbound left-turn lane at the roadway's intersections with Imperial Highway and Lakeview Avenue. Both left-turn lanes would be approximately 125 feet in length providing 250 feet of storage compared to 135 feet in the existing condition. Westbound Yorba Linda Boulevard at the roadway's intersection would be modified to provide dual left-turn lanes and preserve the alignment of westbound lanes across the intersection. An exclusive eastbound right-turn lane approximately 275 feet in length would also be constructed as part of the project. No additional through lane capacity is proposed under the project.

In summary, the proposed project would create three additional turn lanes: a second eastbound left-turn, a second westbound left-turn, and an exclusive eastbound right-turn. The proposed project would therefore be considered as the installation or reconfiguration of traffic lanes that are not for through capacity. The three additional turn lanes address queueing and stacking issues and would not add through capacity to Yorba Linda Boulevard, which would continue to provide six through lanes west of Lakeview Avenue. As such, the proposed project would not likely lead to a substantial increase in vehicle travel and would not require an induced travel analysis, according to the OPR Technical Advisory. As such, the proposed project is exempt from requiring a detailed VMT analysis, and impacts pertaining to Section 15064.3 of the *State CEQA Guidelines* would be less than significant. No mitigation is required.

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

Less Than Significant Impact. As stated above in Response 4.17(b), the proposed project would reduce queueing and stacking issues within the project limits through the proposed turn lane additions and roadway realignment. Under current conditions, the closely spaced intersections within the project limits face an existing safety issue of spillover from turn lane traffic into through lanes. The proposed project would therefore reduce the presence of hazards within the project limits. Further, the proposed project would include partial acquisitions of parcels surrounding the project limits in order to accommodate the additional space needed for the proposed road widening and ensure that the no potentially hazardous sharp curves or turns are introduced to the project limits.

Aside from the improvements discussed above, the proposed project would continue existing roadway uses and would not introduce any new incompatible land uses. No new hazardous geometric design features or incompatible land uses would be included as part of the proposed project. Based on the preceding information, impacts related to increased hazards due to a geometric design feature or incompatible uses would be less than significant, and no mitigation is required.

(d) Would the project result in inadequate emergency access?

Less Than Significant Impact. Under current conditions, Yorba Linda Boulevard has two closely spaced intersections, with Imperial Highway and Lakeview Avenue. The signalized intersection of Imperial Highway/Yorba Linda Boulevard is located approximately 500 feet west of the signalized intersection of Lakeview Avenue/Yorba Linda Boulevard. Driveways for shopping areas west of Imperial Highway create further closely spaced intersections along Yorba Linda Boulevard. As a result, limited space is available to provide storage for turning movements and stacking can occur, which would impede emergency access. As previously stated, the proposed project would reduce queueing and stacking

issues within the project limits through the proposed turn lane additions and roadway realignment. Therefore, once the proposed project is operational, emergency access along Yorba Linda Boulevard, Imperial Highway, and Lakeview Avenue would be equivalent to or improved compared to existing conditions.

The proposed project would achieve continued mobility along Yorba Linda Boulevard during the construction phase through the use of temporary lane closures and lane shifts. These shifts could result in temporary delays but would allow the roadway to remain open the entire duration of the proposed project's construction. Therefore, the proposed project's impacts to emergency vehicle access would be less than significant. No mitigation is required.

4.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) 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:				
i. 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	☐	☒	☐	☐
ii. 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.	☐	☒	☐	☐

Impact Analysis

Assembly Bill (AB) 52 requires meaningful consultation with California Native American Tribes on potential impacts to tribal cultural resources, as defined in Public Resources Code (PRC) Section 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources. Per PRC Section 21080.3.1, a tribe must submit a written request to the relevant lead agency if it wishes to be notified of proposed projects in its traditionally and culturally affiliated area. Lead agencies must provide written formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or of deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either (1) the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per PRC Section 21082.3(c).

(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:

- i. *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
- ii. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

Less Than Significant with Mitigation Incorporated. The Native American Heritage Commission (NAHC) is a State agency that maintains the Sacred Lands File (SLF), an official list of sites that are of cultural and religious importance to California Native American tribes. The NAHC was contacted on October 10, 2023, in order to request a SLF search for the project limits, as well as a list of potential Native American contacts for consultation. The NAHC responded on November 27, 2023, stating that the SLF search returned positive results for the project limits. The NAHC also provided a list of suggested Native American contacts for consultation outreach efforts.

In compliance with AB 52, letters have been distributed to the 13 Native American tribal contacts identified by the NAHC in its inquiry response dated November 27, 2023. The letters, which were sent via certified mail on December 15, 2023, provided each tribe with an opportunity to request consultation with the City regarding the proposed project. The purpose of this effort was to provide Native American tribes with the opportunity for meaningful participation and to identify known tribal cultural resources on or near the project limits. Please refer to Table 4.18.A below for a list of recipients of the letters sent on December 15, 2023. The record of tribal consultation efforts is included as Appendix I to this IS/MND.

In compliance with AB 52, the tribes had 30 days from the date of receipt of notification to request consultation on the proposed project. Information provided through the AB 52 tribal consultation process typically informs the assessment as to whether tribal cultural resources are present within the project limits and the significance of any potential impacts to such resources. A response was received from Andrew Salas, Chairperson of the Gabrieleño Band of Mission Indians - Kizh Nation, on December 20, 2023. In this response, Chairperson Salas requested to initiate consultation with the City regarding the proposed project. A consultation meeting was held between representatives of the Gabrieleño Band, the City, and the City's consultants on February 22, 2024. The meeting concluded with the understanding that that consultation would remain open throughout the design and construction of the proposed project.

No other responses were received from the 12 other individuals listed in Table 4.18.A below, and no other requests for consultation were received prior to the close of the 30-day period. A follow-up message was sent via email to the tribal contacts on January 10, 2024, providing an additional invitation to consult with the City regarding the proposed project. No responses to this follow-up email have been received to date. As such, no tribal cultural resources have currently been identified within or in the vicinity of the project limits. However, ongoing coordination between the City of Yorba Linda and the Gabrieleño Band of Mission Indians - Kizh Nation will continue throughout future stages

Table 4.18.A: Assembly Bill 52 Tribal Outreach Recipients

Assembly Bill 52 Tribal Outreach Recipients	
Recipient	Contact Information
Gabrieleño Band of Mission Indians - Kizh Nation Christina Swindall Martinez, Secretary	P.O. Box 393 Covina, CA 91723
Gabrieleño Band of Mission Indians - Kizh Nation Andrew Salas, Chairperson	P.O. Box 393 Covina, CA 91723
Gabrieleño/Tongva San Gabriel Band of Mission Indians Anthony Morales, Chairperson	P.O. Box 693 San Gabriel, CA 91778
Gabrielino /Tongva Nation Sandonne Goad, Chairperson	106 1/2 Judge John Aiso Street, #231 Los Angeles, CA, 90012
Gabrielino Tongva Indians of California Tribal Council Christina Conley, Cultural Resource Administrator	P.O. Box 941078 Simi Valley, CA 93094
Gabrielino Tongva Indians of California Tribal Council Robert Dorame, Chairperson	P.O. Box 490 Bellflower, CA 90707
Gabrielino-Tongva Tribe Sam Dunlap, Cultural Resource Director	P.O. Box 3919 Seal Beach, CA 90740
Gabrielino-Tongva Tribe Charles Alvarez, Chairperson	23454 Vanowen Street West Hills, CA 91307
Juaneno Band of Mission Indians Acjachemen Nation – Belardes Joyce Perry, Cultural Resource Director	4955 Paseo Segovia Irvine, CA 92603
Juaneno Band of Mission Indians Acjachemen Nation 84A Heidi Lucero, Chairperson, Tribal Historic Preservation Officer	31411-A La Matanza Street San Juan Capistrano, CA 92675
Santa Rosa Band of Cahuilla Indians Lovina Redner, Tribal Chair	P.O. Box 391820 Anza, CA 92539
Soboba Band of Luiseno Indians Joseph Ontiveros, Tribal Historic Preservation Officer	P.O. Box 487 San Jacinto, CA 92581
Soboba Band of Luiseno Indians Jessica Valdez, Cultural Resource Specialist	P.O. Box 487 San Jacinto, CA 92581

Source: LSA (2024).

of the proposed project, including construction. Specifically, during construction of the proposed project, a representative from the Gabrieleño Band of Mission Indians - Kizh Nation would be present within the project limits to monitor ground-disturbing activities, as set forth in Mitigation Measure (MM) TCR-1, detailed below.

Further, as discussed in Section 4.5, Cultural Resources, of this IS/MND, no known cultural resources have been documented within the project limits or in the direct vicinity of the proposed project based on archival research and a pedestrian field survey. Further, low potential exists for the proposed project to impact tribal cultural resources due to significant prior disturbance from past grading and development activities within the project limits and in the surrounding area. Regulatory Compliance Measure (RCM) CUL-1, identified in Section 4.5, sets forth procedures for handling inadvertent discoveries of human remains, including those determined to be Native American. MM TCR-1 would set forth procedures for monitoring of ground-disturbing activities associated with the proposed project by a Tribal representative.

Adherence to RCM CUL-1 and MM TCR-1 would ensure that impacts related to the inadvertent discovery of Native American cultural resources or human remains would be less than significant. With this adherence, and based on the fact that tribal consultation efforts did not yield any

information regarding the presence of tribal cultural resources within the project limits, impacts to tribal cultural resources would be less than significant, and no mitigation is required.

Mitigation Measure

MM TCR-1

Prior to issuance of a grading permit, the City of Yorba Linda Public Works Department shall retain a Native American Monitor prior to commencement of ground-disturbing activities:

- A. The City of Yorba Linda Public Works Department shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation). The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity, whichever is earlier.
- C. The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Kizh Nation. Monitor logs shall identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCRs”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the lead agency upon written request to the Kizh Nation.
- D. On-site tribal monitoring shall conclude upon the latter of the following: (1) written confirmation to the Kizh Nation from a designated point of contact for the lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities within the project limits or in connection with the project are complete; or (2) a determination and written

notification by the Kizh Nation to the lead agency that no future, planned construction activity and/or development/construction phase within the project limits possesses the potential to impact Kizh Nation TCRs.

- E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh Nation archaeologist. The Kizh Nation will recover and retain all discovered TCRs in the form and/or manner the Kizh Nation deems appropriate, in the Kizh Nation's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural, and/or historic purposes.

4.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(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 wastes?	☐	☒	☐	☐

Impact Analysis

(a) Would the project 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?

Less Than Significant Impact.

Water. A majority of the City of Yorba Linda is served by the Yorba Linda Water District (YLWD), but small portions are served by Golden State Water Company.⁹² The project limits fall within the service boundaries of the YLWD, which is a non-profit agency licensed by the State Water Resources Control Board (SWRCB).⁹³ In June 2021, the YLWD updated its Urban Water Management Plan and Water Shortage Contingency Plan to submit to the California Department of Water Resources (DWR) to satisfy the Urban Water Management Plan (UWMP) Act of 1983 (UWMP Act) and subsequent

⁹² City of Yorba Linda. n.d. Utility & Water Services. Website: <https://www.yorbalindaca.gov/499/Utility-Water-Services> (accessed February 23, 2024).

⁹³ Yorba Linda Water District. 2021b. Water Service Area Map. Website: <https://www.ylwd.com/about/service-area/#:~:text=The%20YLWD%20water%20service%20area,portions%20of%20unincorporated%20Orange%20County> (accessed February 23, 2024).

California Water Code (Water Code) requirements. UWMPs are comprehensive documents that present an evaluation of a water supplier's reliability over a long-term (20–25 year) horizon.⁹⁴

According to the UWMP, the YLWD's main source of water supply is groundwater from the Lower Santa Ana River Groundwater Basin,⁹⁵ comprising approximately 53 percent of the supply mix. The remaining 47 percent is imported from sources including the Colorado River and the State Water Project, which is provided to the YLWD by the Metropolitan Water District of Southern California. It is projected that by 2045, the YLWD's water supply mix will consist of approximately 85 percent groundwater and 15 percent imported water.⁹⁶

According to the UWMP, the City's projected water supply will be able to meet 100 percent of the projected water demand in 2025, 2030, 2035, 2040, and 2045.⁹⁷ Therefore, the City's existing water supplies are projected to meet full service demands through the year 2045.

The proposed project would not result in any new land uses that would consume water or generate wastewater. Water would be used during construction to reduce fugitive dust in compliance with SCAQMD Rules 402 and 403 and during operation for irrigation of landscaped curb areas. Landscaping for the project limits, which would include drought-tolerant species, would not represent a substantial increase in water used for irrigation in comparison to existing conditions in the project limits.

Further, the proposed project would be required to comply with Chapter 16.12, Water Efficient Landscape Regulations, of the City's Municipal Code. The proposed project would satisfy requirement (A)(2) under Section 16.12, Applicability, as it would consist of landscape rehabilitation and contains an aggregate landscaped area of 2,500 square feet or more. As such, the proposed project would be subject to the landscape water use standards set forth in Chapter 16.12, which would ensure that the proposed project would not involve inefficient use of water supply.

The amount of water used during construction and operation would be minimal, and water use for construction would cease when construction is completed. Therefore, the proposed project would not require or result in the construction of new water treatment facilities or the expansion of existing facilities.

In order to accommodate the proposed road widening, several water infrastructure features would be relocated, including the following:

- Irrigation controllers and irrigation lines along Yorba Linda Boulevard;

⁹⁴ Yorba Linda Water District (YLWD). 2021a. 2020 Urban Water Management Plan Final. June. Website: <https://www.ylwd.com/uwmp/> (accessed February 23, 2024).

⁹⁵ City of Yorba Linda. 2016. General Plan Public Services and Utilities Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/474/2016-GP-Public-Services-and-Utilities-Element?bidId=> (accessed February 23, 2024).

⁹⁶ Yorba Linda Water District (YLWD). 2021a. 2020 Urban Water Management Plan Final. June. Website: <https://www.ylwd.com/uwmp/> (accessed February 23, 2024).

⁹⁷ Ibid.

- The water valves, and water meters on the south side of Yorba Linda Boulevard west of Imperial Highway in front of the Chili's Restaurant;
- The underground backflow preventer on the south side of the Yorba Linda Boulevard west of Imperial Highway in the grassy area in front of the Chili's Restaurant;
- The YLWD water enclosure and valve on the south side of Yorba Linda Boulevard east of the driveway to the Firestone Village shopping center; and
- The water meter on the south side of Yorba Linda Boulevard east of Lakeview Avenue in front of the Yorba Linda Palms Apartments.

However, it is anticipated that these facilities would be relocated to similar locations along the new curb and median alignments, and would not mark a substantial change from existing conditions that could cause a significant environmental effect. Therefore, once the proposed project is operational, impacts to existing water and water treatment facilities as a result of the proposed project would be less than significant.

Wastewater. In addition to providing water services to the City as discussed above, the YLWD maintains the nearly 150 miles of sewer systems within the City.⁹⁸ Wastewater collected within the City is conveyed by this sewer system to the Orange County Sanitation District (OC San) trunk sewer line for treatment and disposal. Once conveyed to the OC San system, wastewater flows by gravity to the OC San Reclamation Plant No. 1 in Fountain Valley for treatment.⁹⁹ Reclamation Plant No. 1 treats wastewater using advanced primary and secondary treatment and supplies secondary-treated water to the Orange County Water District, which further treats and distributes the water for various uses, including groundwater recharge.

As stated previously, the proposed project includes improvements to an existing roadway. None of the components of the proposed project would introduce wastewater-generating uses to the project limits. As such, development of the proposed project would not contribute to the wastewater received by the City's wastewater infrastructure or the OC San Reclamation Plant No. 1. The proposed project therefore would not require, nor would it result in, the construction or relocation of new or expanded wastewater treatment or collection facilities, and no impact would occur.

Stormwater and Drainage Facilities. The City of Yorba Linda Department of Public Works is responsible for the maintenance of the City's storm drain system, as well as the design and construction of new storm drain infrastructure. The City's storm drain system flows directly to local creeks and rivers, including the Santa Ana River, and ultimately discharge into the Pacific Ocean.

⁹⁸ City of Yorba Linda. 2016. General Plan Public Services and Utilities Element. October. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/474/2016-GP-Public-Services-and-Utilities-Element?bidId=> (accessed February 23, 2024).

⁹⁹ Yorba Linda Water District (YLWD). n.d. Sewage Service FAQ. Website: <https://www.ylwd.com/services/your-sewer/sewage-service-faq/> (accessed February 23, 2024).

Implementation of the proposed project would increase the impervious surface area within the project limits by approximately 0.13 acre, which would result in a slight increase in stormwater runoff from the project limits. With implementation of the proposed project, any curb inlets affected by the proposed curb shift or road widening would be replaced along the new alignment to ensure that drainage properties within the project limits is not adversely affected. Specifically, the existing catch basin on the north side of Yorba Linda Boulevard west of Imperial Highway in front of the Mimi's Café Restaurant would be shifted to align with the proposed curb position. Therefore, the proposed project would not decrease the capacity of the existing stormwater drainage system through the permanent removal of any drainage facilities. As such, the curb inlets identified in Section 4.10, Hydrology and Water Quality, of this IS/MND would continue to accommodate runoff water originating from the project limits. As previously discussed, the project limits currently consist of a roadway already developed with predominantly impervious surface area and the proposed project would result in a nominal increase of surface runoff in comparison to existing conditions. Therefore, the proposed project would not necessitate the expansion of existing facilities beyond the improvements included as part of the proposed project. Therefore, impacts to stormwater drainage facilities would be less than significant. No mitigation is required.

Electric Power. The City, and the project limits, are located within the service territory of Southern California Edison (SCE). In order to accommodate the proposed road widening, several electrical infrastructure features would be relocated, including transformers, electrical vaults, and electrical cabinets. Specifically, the following features would be relocated:

- The transformer on the north side of Yorba Linda Boulevard west of Imperial Highway in the grassy area south of Mimi's Café;
- Street lights along Yorba Linda Boulevard;
- The traffic signal poles and their associated pull boxes, cabinets, and lines at the northwestern, southwestern, and southeastern corners of the intersection of Yorba Linda Boulevard and Imperial Highway and at the southwestern and southeastern corners of the intersection of Yorba Linda Boulevard and Lakeview Avenue;
- The junction box on the south side of Yorba Linda Boulevard east of Imperial Highway in front of the El Pollo Loco drive-through;
- The SCE vault on the south side of Yorba Linda Boulevard east of Imperial Highway in front of the Galleria de Yorba sign;
- The electrical vault on the south side of Yorba Linda Boulevard west of Lakeview Avenue in front of the T-Mobile;
- The SCE vault on the south side of Yorba Linda Boulevard east of Lakeview Avenue and west of the driveway into the Firestone Village shopping center;
- The SCE Cabinet on the south side of Yorba Linda Boulevard east of the driveway to the Firestone Village shopping center;

- Two Edison transformers on the south side of Yorba Linda Boulevard east of Lakeview Avenue in front of the Yorba Linda Palms Apartments; and
- The SCE enclosures on the south side of Yorba Linda Boulevard east of Lakeview Avenue in front of the Yorba Linda Palms Apartments.

However, it is anticipated that these facilities would be relocated to similar locations along the new curb and median alignments, and would not mark a substantial change from existing conditions that could cause a significant environmental effect.

Please refer to Section 4.6, Energy, for more background information regarding the proposed project's electricity use. As discussed in Section 4.6, the proposed project involves roadway improvements and therefore would not increase the demand for electricity when compared to existing site conditions. Therefore, the proposed project would not require or result in the construction of new or expanded electric power facilities, and impacts would be less than significant.

Natural Gas. Natural gas for the City of Yorba Linda is provided by Southern California Gas Company (SoCalGas). SoCalGas provides natural gas services to around 21.1 million consumers across 500 communities.¹⁰⁰

The proposed project consists of roadway improvements, and no natural gas usage would occur as a result of construction or operation of the proposed project. Therefore, the proposed project would not require or result in the relocation or construction of new or expanded natural gas facilities, and no impact would occur.

Telecommunication Facilities. Cable, internet, and telephone services are provided to the City's residents by major third-party purveyors. Cellular services provided by all major cellular networks are available in the City. Construction activities associated with the proposed project would not increase the demand for telecommunications facilities. In addition, the proposed project would not involve the construction or relocation of new or expanded telecommunications facilities. Further, the proposed roadway improvements do not propose any habitable structures and would not introduce any new residents to the telecommunications service area. Therefore, implementation of the proposed project would not result in impacts related to the construction or relocation of existing telecommunications facilities, and no mitigation would be required.

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

No Impact. Refer to the Water subsection of Response 4.19(a), above. As discussed, water use during construction and operation would be minimal, and water supplies for construction activities would be temporary in nature, ceasing upon construction completion. In addition, the minor increase in water use during operation for irrigation would not require additional entitlements or resources. Further, the YLWD UWMP states that projected water supplies will be able to meet 100 percent of projected

¹⁰⁰ Southern California Gas (SoCalGas). n.d. Company Profile. Website: <https://www.socalgas.com/about-us/company-profile> (accessed February 23, 2024).

service area water demand in 2025, 2030, 2035, 2040, and 2045.¹⁰¹ Therefore, the City's existing water supplies are projected to meet full service demands through the year 2045. Further, construction and operation of the proposed improvements would not affect existing water supply infrastructure or require expansion of such infrastructure, and no impact would occur.

(c) Would the project 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?

No Impact. Refer to the Wastewater subsection of Response 4.19(a), above. The proposed project consists of roadway improvements and would not introduce any new sources of wastewater. No wastewater would be generated as a result of construction or operation of the proposed project. Therefore, the project would not require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities, and no impact would occur.

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

Less Than Significant Impact. The proposed project would consist of roadway improvements and would generate minimal waste throughout operations. However, the proposed project would generate construction waste that would require processing in local recycling facilities and disposal in local landfills.

Waste and recycling services within the City of Yorba Linda are provided exclusively by Republic Services as part of a Citywide Franchise Agreement that became effective in April 2015.¹⁰² Republic Services provides waste, recycling, and compost collection and disposal services to the City's residents.

The closest Orange County landfill to the project limits is the Olinda Alpha Landfill, located approximately 3.4 miles northwest of the project limits at 1942 Valencia Avenue in Brea. Solid waste/refuse collected in the City by Republic Services is transported to the Olinda Alpha Landfill, a Class III Sanitary Landfill owned and operated by Orange County Waste & Recycling. The Olinda Alpha Landfill spans 565 acres and has a projected capacity to serve Orange County until approximately 2030. Its maximum permitted solid waste intake is 8,000 tons per day (TPD) and its average rate is 7,000 TPD.¹⁰³

Chapter 8.20.080 of the City's Municipal Code requires any person generating solid waste in connection with construction and demolition activities to arrange for solid waste collection by Republic Services or be registered to self-haul. According to the Construction Waste Management Form published by the City's Building Division, the required goal for construction waste management

¹⁰¹ Yorba Linda Water District (YLWD). 2021a. 2020 Urban Water Management Plan Final. June. Website: <https://www.ylwd.com/uwmp/> (accessed February 23, 2024).

¹⁰² City of Yorba Linda. n.d. Waste & Recycling Services. Website: <https://www.yorbalindaca.gov/452/Waste-Recycling> (accessed February 23, 2024).

¹⁰³ Orange County Waste and Recycling (OC Waste & Recycling). n.d. Olinda Alpha Landfill. Website: <https://oc.landfills.com/landfills/olinda-landfill> (accessed March 13, 2024).

is to reuse or recycle at least 65 percent of project-related waste.¹⁰⁴ Therefore, the proposed project's construction-related waste would be appropriately hauled and a majority of the waste would be diverted from the Olinda Alpha Landfill. Further, the solid waste generation estimate for the operation of the proposed project would have a negligible contribution to the daily tonnage processed at the Prima Deshecha Landfill.

Based on the capacity and maximum permitted solid waste intake of the Olinda Alpha Landfill, it would provide adequate waste disposal services to accept construction waste and minimal operations waste generated by the proposed project, and project impacts to local solid waste standards and infrastructure would be less than significant. No mitigation is required.

(e) Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid wastes?

No Impact. As discussed in Response 4.19(d), waste generated during construction of the proposed project would generally be limited to construction debris and would not generate an excessive amount of solid waste that would exceed the capacity of the Olinda Alpha Landfill.

Many federal, State, and local waste management regulations would not apply to the proposed project because they pertain to organic waste, building demolition debris, and other elements that would not be present under the proposed project. As previously discussed, Section 8.20.080 of the City's Municipal Code regulates construction-related solid waste collection and requires that the waste be collected by Republic Services or self-hauled in accordance with the self-hauling standards laid out in Chapter 8.20. Further, the City's Building Division mandates that all projects that include demolition prepare a Construction Waste Management Plan (CWMP) and verify that at least 65 percent of project waste has been recycled or enlist Republic Services for collection prior to permit issuance. Because the proposed project would involve approximately 161,627 square feet of road and pavement demolition, it would be required to comply with these local regulations.

Construction waste would be disposed of in accordance with federal, State, and local regulations related to solid waste, including the California Integrated Waste Management Act of 1989 (Assembly Bill [AB] 939), which requires each jurisdiction in California to divert at least 50 percent of its waste stream away from landfills either through waste reduction, recycling, or other means.¹⁰⁵ Further, waste collected during maintenance of the roadway, once the proposed project is operational, would be collected and disposed of consistent with City policies. Therefore, the proposed project would comply with all federal, State, and local statutes and regulations related to solid waste, and no impact would occur.

¹⁰⁴ City of Yorba Linda. n.d. Building Division. Construction Waste Management. Website: <https://www.yorbalindaca.gov/DocumentCenter/View/156/Waste-Management-Form-PDF> (accessed March 13, 2024).

¹⁰⁵ California Department of Resources Recycling and Recovery (CalRecycle). Enforcement. Website: <https://calrecycle.ca.gov/Igcentral/enforcement/> (accessed February 23, 2024).

4.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>				
(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?	☐	☐	☐	☒

Impact Analysis

- (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?*

The following response addresses Thresholds 4.20(a), (b), (c), and (d), as outlined above.

No Impact. The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant fire hazards in the State through its Fire and Resources Assessment Program (FRAP). These maps place areas of California into different fire hazard severity zones (FHSZ), based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing densities, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. As part of this mapping system, CAL FIRE is responsible for wildland fire protection for land areas that are generally unincorporated and they are classified as State Responsibility Areas (SRAs). In areas where local fire protection agencies (e.g., Orange County Fire Authority [OCFA]) are responsible for wildfire protection, the lands are classified as Local Responsibility Areas (LRAs). CAL FIRE currently identifies the project limits, and the City of Yorba Linda in its entirety, as a Local Responsibility Area,

with the nearest State Responsibility Area located approximately 1.58 miles away at the boundary of Chino Hills State Park.¹⁰⁶

In addition to establishing local or State responsibility for wildfire protection in a specific area, CAL FIRE designates areas as Moderate, High, or Very High Fire Hazard Severity Zones (VHFHSZ). According to CAL FIRE's FHSZ Viewer, the entirety of the project limits are not designated as any level of FHSZ. The only areas within the City of Yorba Linda categorized as a FHSZ are concentrated along the City's northern and northwestern boundaries, categorized as VHFHSZ, which are located approximately 1.62 miles away from the project limits.¹⁰⁷

The project limits are located within a developed area and the proposed project would not introduce any new habitable structures or include any characteristics that would impair emergency response or evacuation or which would expose occupants to increased risks resulting from a wildfire. Improvements proposed under the project include road widening, median and curb modifications, restriping, utility relocations, and construction of a new retaining wall. However, these features would not substantially increase the scale of the project limits' development from existing conditions, and would not exacerbate the fire risk of the project limits. Further, the project limits are generally flat, within an urbanized portion of the City, and lack combustible materials and vegetation necessary for the uncontrolled spread of a wildfire. Overall, due to the project limits' characteristics and distance from the nearest VHFHSZ, the proposed project would have no impacts related to wildfire. No mitigation is required.

¹⁰⁶ California Department of Forestry and Fire Protection (CAL FIRE). 2022. Fire Hazard Severity Zone (FHSZ) Viewer. Website: <https://egis.fire.ca.gov/FHSZ/> (accessed February 21, 2024).

¹⁰⁷ Ibid.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No 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?	☐	☐	☒	☐

Impact Analysis

(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?

Less Than Significant with Mitigation Incorporated. The project limits are located in a developed urban environment characterized by a variety of residential, commercial, and transportation land uses. As discussed previously in the Chapter 4.0 sections of this IS/MND, development of the proposed project would not have the potential to degrade the quality of the natural environment.

As discussed in Section 4.4, Biological Resources, no special-status species have been observed within the project limits and are not anticipated to be present due to lack of suitable habitat and/or conditions. The existing landscaped median and curb areas contain ornamental landscaping and non-native trees, which could potentially support nests and roosting for bird species. With the implementation of Regulatory Compliance Measures (RCMs) BIO-1 through BIO-3, potential impacts to nesting birds, roosting bats, and trees would ensure that the proposed 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, or reduce the number or restrict the range of a rare or endangered plant or animal.

It is not anticipated that the proposed project would eliminate important examples of the major periods of California history or prehistory because the project limits has been previously disturbed when the existing roadway and adjacent urban development were completed, and the likelihood of

encountering significant historic or prehistoric artifacts during grading, excavation, and site development activities would be minimal. To ensure that potential impacts to undiscovered paleontological resources remain less than significant, preparation of a Paleontological Resources Impacts Mitigation Program, paleontological monitoring of construction activities, appropriate treatment of newly discovered resources, and preparation of a final paleontological monitoring report would be required, as outlined in Mitigation Measure (MM) GEO-1. To ensure that potential impacts to undiscovered tribal cultural resources remain less than significant, a Native American monitor associated with the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) would be retained during ground-disturbing activities pursuant to MM TCR-1. Additionally, construction contractors are required to adhere to California Code of Regulations (CCR) Section 15064.5(e), Public Resources Code (PRC) Section 5097, and Section 7050.5 of the State’s Health and Safety Code, ensuring proper treatment of burials in the event of an unanticipated discovery of a burial, human bone, or suspected human bone. The law requires that all excavation or grading in the vicinity of the find halt immediately, the area of the find be protected, and the contractor immediately notify the County Coroner of the find. Therefore, the proposed project would not eliminate important examples of the major periods of California history or prehistory. Overall, the City’s implementation of compliance measures and mitigation measures as part of the project would minimize the impacts on the environment as indicated throughout this environmental analysis, and the project’s impacts would be considered less than significant.

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

Less Than Significant Impact. The project limits are located in a fully developed urban environment characterized by a variety of residential, commercial, and transportation land uses. In the existing condition, the project limits are currently developed with the Yorba Linda Boulevard roadway. As discussed in Section 4.11, Land Use and Planning, of this IS/MND, the proposed project would be consistent with the City’s circulation goals and policies and therefore cumulative land use impacts would be less than significant. Further, Section 4.17, Transportation, reiterates that the proposed project would reduce delays and would not have adverse level of service (LOS) or vehicle miles traveled (VMT) impacts; therefore, the proposed project would not conflict with plans addressing the circulation of the project limits and would therefore not contribute to cumulative LOS delays or VMT. As described in Section 4.3, Air Quality, the proposed project would be consistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) and would not result in air quality impacts that would be considered cumulatively considerable. As described in Section 4.8, Greenhouse Gas Emissions, the proposed project would not generate greenhouse gas (GHG) emissions that would have a significant impact on the environment and would not conflict with any GHG-related plans; therefore, GHG emissions generated by the proposed project would not be cumulatively considerable.

In addition, impacts from the proposed project related to aesthetics, biological resources, cultural resources, energy, hazards and hazardous materials, hydrology and water quality, noise, public services, recreation, and utilities and service systems would be less than significant and therefore would not result in cumulatively considerable impacts.

The proposed project would not have any impacts related to agricultural resources, mineral resources, population and housing, and wildfire, and would therefore not have any cumulatively significant impacts related to these topics.

Impacts from the proposed project related to geology and soils and tribal cultural resources can be reduced to a less than significant level with mitigation. Therefore, the proposed project would not cumulatively contribute to significant impacts related to these environmental topics.

In summary, the proposed project would maintain and improve the existing Yorba Linda Boulevard roadway and does not propose any features that would substantially change the site's current characteristics or cause significant adverse environmental effects. Therefore, impacts from the proposed project would not be cumulatively considerable.

(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. The project limits contain an existing roadway located in a fully developed urban environment characterized by a variety of residential, commercial, and transportation land uses. Development of the proposed project would not be expected to result in adverse impacts to human beings, either directly or indirectly. As such, impacts to human beings are not expected to occur, and a less than significant impact would result.

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5.0 MITIGATION MONITORING AND REPORTING PROGRAM

5.1 MITIGATION MONITORING REQUIREMENTS

Public Resources Code (PRC) Section 21081.6 (enacted by the passage of Assembly Bill 3180) mandates that where significant effects have been identified, the following requirements shall apply to all reporting or mitigation monitoring programs:

- The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes that have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.
- The lead agency shall specify the location and custodian of the documents or other materials that constitute the record of proceedings upon which its decision is based.
- A public agency shall provide measures to mitigate or avoid significant effects on the environment that are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents that address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.
- Prior to the close of the public review period for a Draft Initial Study/Mitigated Negative Declaration (IS/MND), a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either (1) submit to the lead agency complete and detailed performance objectives for mitigation measures that would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or (2) refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures that mitigate impacts to resources that are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance with that requirement by a responsible agency or agency having jurisdiction over natural resources affected by a project shall not limit the authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

5.2 MITIGATION MONITORING PROCEDURES

The mitigation monitoring and reporting program has been prepared in compliance with PRC Section 21081.6. It describes the requirements and procedures to be followed by the City of Yorba Linda (City) to ensure that all mitigation measures adopted as part of the Yorba Linda Boulevard Improvements

Project – from Imperial Highway to Lakeview Avenue (proposed project) will be carried out as described in the Draft IS/MND.

Table 5.A lists each of the mitigation measures specified in the Draft IS/MND and identifies the party or parties responsible for implementation and monitoring of each measure.

5.3 REGULATORY COMPLIANCE MEASURE MONITORING PROCEDURES

Table 5.B lists all Regulatory Compliance Measures (RCMs) associated with the proposed project as specified in the Draft IS/MND. Table 5.B describes the requirements and procedures to be followed by the City to ensure that all RCMs adopted as part of the proposed project will be carried out as described in the Draft IS/MND.

Table 5.A: Mitigation Monitoring and Reporting Program

Draft IS/MND Mitigation Measures (MMs)		Responsible Party/ Approving Agency	Timing for Mitigation Measure
4.1: Aesthetics			
The proposed project would not result in any significant adverse impacts related to aesthetics. No mitigation is required.			
4.2: Agriculture and Forestry Resources			
The proposed project would not result in any significant adverse impacts related to agriculture and forestry resources. No mitigation is required.			
4.3: Air Quality			
The proposed project would not result in any significant adverse impacts related to air quality. No mitigation is required.			
4.4: Biological Resources			
The proposed project would not result in any significant adverse impacts related to biological resources. No mitigation is required.			
4.5: Cultural Resources			
The proposed project would not result in any significant adverse impacts related to cultural resources. No mitigation is required.			
4.6: Energy			
The proposed project would not result in any significant adverse impacts related to energy. No mitigation is required.			
4.7: Geology and Soils			
MM GEO-1	A paleontologist who meets the qualifications established by the Society of Vertebrate Paleontology (SVP) shall be retained to develop a Paleontological Resources Impact Mitigation Program (PRIMP) for this project. The PRIMP shall be consistent with the standards of the SVP and include the methods that will be used to protect paleontological resources that may exist within the project site, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading. Excavation and grading activities in deposits with high paleontological sensitivity (i.e., Young Alluvial Fan Deposits below a depth of 10 feet and 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 paleontological sensitivity (i.e., 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 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 or paleontological monitor shall be contacted to assess the find for scientific significance. If determined to be scientifically significant, the fossil shall be collected from the field. 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.	A qualified, professional paleontologist	Prior to, throughout, and following ground-disturbing activities

Table 5.A: Mitigation Monitoring and Reporting Program

Draft IS/MND Mitigation Measures (MMs)		Responsible Party/ Approving Agency	Timing for Mitigation Measure
4.8: Greenhouse Gas Emissions			
The proposed project would not result in any significant adverse impacts related to greenhouse gas emissions. No mitigation is required.			
4.9: Hazards and Hazardous Materials			
The proposed project would not result in any significant adverse impacts related to hazards and hazardous materials. No mitigation is required.			
4.10: Hydrology and Water Quality			
The proposed project would not result in any significant adverse impacts related to hydrology and water quality. No mitigation is required.			
4.11: Land Use and Planning			
The proposed project would not result in any significant adverse impacts related to land use and planning. No mitigation is required.			
4.12: Mineral Resources			
The proposed project would not result in any significant adverse impacts related to mineral resources. No mitigation is required.			
4.13: Noise			
The proposed project would not result in any significant adverse impacts related to noise. No mitigation is required.			
4.14: Population and Housing			
The proposed project would not result in any significant adverse impacts related to population and housing. No mitigation is required.			
4.15: Public Services			
The proposed project would not result in any significant adverse impacts related to public services. No mitigation is required.			
4.16: Recreation			
The proposed project would not result in any significant adverse impacts related to recreation. No mitigation is required.			
4.17: Transportation			
The proposed project would not result in any significant adverse impacts related to transportation. No mitigation is required.			
4.18: Tribal Cultural Resources			
MM TCR-1	Prior to issuance of a grading permit, the City of Yorba Linda Public Works Department shall retain a Native American Monitor prior to commencement of ground-disturbing activities: A. The City of Yorba Linda Public Works Department shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation). The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching. B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity, whichever is earlier.	City of Yorba Linda Public Works Department	Prior to the commencement of ground disturbing activities

Table 5.A: Mitigation Monitoring and Reporting Program

Draft IS/MND Mitigation Measures (MMs)	Responsible Party/ Approving Agency	Timing for Mitigation Measure
C. The monitor shall complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Kizh Nation. Monitor logs shall identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCRs”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs shall be provided to the lead agency upon written request to the Kizh Nation. D. On-site tribal monitoring shall conclude upon the latter of the following: (1) written confirmation to the Kizh Nation from a designated point of contact for the lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities within the project limits or in connection with the project are complete; or (2) a determination and written notification by the Kizh Nation to the lead agency that no future, planned construction activity and/or development/construction phase within the project limits possesses the potential to impact Kizh Nation TCRs. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh Nation archaeologist. The Kizh Nation will recover and retain all discovered TCRs in the form and/or manner the Kizh Nation deems appropriate, in the Kizh Nation’s sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural, and/or historic purposes.		
4.19: Utilities and Service Systems		
The proposed project would not result in any significant adverse impacts related to utilities and service systems. No mitigation is required.		
4.20: Wildfire		
The proposed project would not result in any significant adverse impacts related to wildfire. No mitigation is required.		

Table 5.B: Regulatory Compliance Measures

Regulatory Compliance Measures (RCMs)		Responsible Party/ Approving Agency	Timing for Regulatory Compliance Measure
4.1: Aesthetics			
There are no RCMs related to aesthetics that would be applicable to the proposed project.			
4.2: Agriculture and Forestry			
There are no RCMs related to agriculture and forestry that would be applicable to the proposed project.			
4.3: Air Quality			
There are no RCMs related to air quality that would be applicable to the proposed project.			
4.4: Biological Resources			
RCM BIO-1	Construction Activity. If possible, vegetation removal should be avoided during the nesting bird season (February 1–August 31). If nesting bird season is unavoidable, prior to construction activities, including vegetation removal, a pre-construction nesting bird survey will be conducted by a qualified biologist no more than 3 days (72 hours) prior to any construction activities and vegetation removal. Should nesting birds be found, an exclusionary buffer will be established by the qualified biologist. The buffer will be clearly marked in the field by construction personnel under guidance of the qualified biologist. No construction activities will be allowed within this zone until the qualified biologist determines that the young have fledged, or the nest is no longer active.	City of Yorba Linda Public Works Department, a qualified biologist	
RCM BIO-2	Tree Trimming and Removal. To the greatest extent feasible, tree trimming/ removal activities will be performed outside of the nesting season for birds (February 1–August 31). If trimming or removal of trees during the nesting bird season cannot be avoided, a qualified biologist will monitor tree trimming and removal activities.	City of Yorba Linda Public Works Department, a qualified biologist	
RCM BIO-3	Night Work Lighting. If possible, night work should be avoided during the nesting bird season (February 1–August 31). If night work (i.e., between dusk and dawn) is anticipated within 100 feet of an active bird nest and/or nest exclusionary buffer, night lighting will be used only in areas of active work and focused on the direct area(s) of work and away from nesting locations to the greatest extent practicable. The qualified biologist may adjust the exclusionary buffer size to decrease the possibility of disturbance by night work, if warranted. This measure would minimize disturbance and prevent nest failure. If birds are showing signs of distress, such as flushing from their nests, work activities shall be modified to prevent the nest from being abandoned.	City of Yorba Linda Public Works Department, a qualified biologist	

Table 5.B: Regulatory Compliance Measures

Regulatory Compliance Measures (RCMs)		Responsible Party/ Approving Agency	Timing for Regulatory Compliance Measure
4.5: Cultural Resources			
RCM CUL-1	Human Remains. In the event that human remains are encountered on the project site, work within 50 feet of the discovery shall be redirected and the Orange County Coroner notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). 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 Public Resources Code (PRC) Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC), which shall determine and notify a Most Likely Descendant (MLD). With the permission of the City of Yorba Linda (City), 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 nondestructive analysis of human remains and items associated with Native American burials. Consistent with CCR Section 15064.5(d), if the remains are determined to be Native American and an MLD is notified, the City shall consult with the MLD as identified by the NAHC to develop an agreement for treatment and disposition of the remains. Prior to the issuance of grading permits, the City Director of Public Works, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.	Construction Contractor and County Coroner/ Director of the City of Yorba Linda Public Works Department, or designee	During construction activities
4.6: Energy			
There are no RCMs related to energy resources that would be applicable to the proposed project.			
4.7: Geology and Soils			
RCM GEO-1	Imported Soil Standards. Imported soils used for structural backfill shall be comprised of granular, non-expansive soil that conforms to the latest edition of “Greenbook” Standard Specifications for Public Works Construction. “Non-expansive” can be defined as soil having an expansion index (EI) of 20 or less in accordance with American Society for Testing and Materials (ASTM) Standard D4829, last updated January 2021.	City of Yorba Linda Public Works Department	Prior to and throughout the duration of grading activities
4.8: Greenhouse Gas Emissions			
There are no RCMs related to greenhouse gas emissions that would be applicable to the proposed project.			
4.9: Hazards and Hazardous Materials			
There are no RCMs related to hazards and hazardous materials that would be applicable to the proposed project.			

Table 5.B: Regulatory Compliance Measures

Regulatory Compliance Measures (RCMs)		Responsible Party/ Approving Agency	Timing for Regulatory Compliance Measure
4.10: Hydrology and Water Quality			
RCM HYD-1	Construction General Permit. Prior to commencement of construction activities, the City of Yorba Linda (City) Public Works Department shall obtain coverage under the State Water Resources Control Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, National Pollutant Discharge Elimination System No. CAS000002) (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent (NOI) for coverage under the permit to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS). The City of Yorba Linda Public Works Department shall demonstrate proof of coverage under the Construction General Permit. Project construction shall not be initiated until a WDID is received from the SWRCB and is provided to the City, or designee. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Upon completion of construction activities and stabilization of the project limits, a Notice of Termination shall be submitted via SMARTS.	Construction Contractor, City of Yorba Linda Public Works Department	Prior to commencement of construction activities
RCM HYD-2	City Municipal Code Chapter 16.04. During and post-construction, the Construction Contractor shall comply with Chapter 16.04, Water Quality Control, of the City of Yorba Linda Municipal Code. Prior to the issuance by the City of a grading permit, building permit and/or safety permit, the property owner shall submit to and obtain the approval of the City Engineer of a Water Quality Management Plan (WQMP). During and post-construction, the City shall ensure that all applicable BMPs set forth in the WQMP are being properly implemented to ensure that the discharge of pollutants from the site will be reduced to the maximum extent practicable and will not cause or contribute to an exceedance of water quality standards.	Construction Contractor, City of Yorba Linda Public Works Department	During and post-construction

Table 5.B: Regulatory Compliance Measures

Regulatory Compliance Measures (RCMs)		Responsible Party/ Approving Agency	Timing for Regulatory Compliance Measure
RCM HYD-3	Groundwater Discharge Permit. If groundwater dewatering is required during construction of the proposed project, the City of Yorba Linda Public Works Department shall submit a Notice of Intent (NOI) for coverage under the permit to the Santa Ana RWQCB at least 60 days prior to the start of excavation activities and anticipated discharge of dewatered groundwater to surface waters in order to obtain coverage under the General Waste Discharge Requirements for Discharges to Surface Waters That Pose an Insignificant (De Minimis) Threat to Water Quality (Groundwater Discharge Permit), Order No. R8-2020-0006, NPDES No. CAG998001. The construction contractor shall comply with the requirements of Order No. R8-2020-0006, NPDES No. CAG998001. Groundwater dewatering activities shall comply with all applicable provisions in the Groundwater Discharge 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.	Construction Contractor, City of Yorba Linda Public Works Department	
RCM HYD-4	MS4 Permit. Prior to construction, the Construction Contractor shall prepare a WQMP 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) (OC Public Works 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, in accordance with the NPDES Permit and Waste Discharge Requirements for Discharges from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds Within the Orange County Region, Order No. R8-2009-0030, NPDES No. CAS618030 as amended by Order No. R8-2010-0062 (MS4 Permit). The City shall ensure the implementation of all feasible BMPs. The City shall implement, maintain and operate all such BMPs in a timely and reasonably diligent manner.	Construction Contractor, City of Yorba Linda Public Works Department	Prior to commencement of construction activities
4.11: Land Use and Planning			
There are no RCMs related to land use and planning that would be applicable to the proposed project.			
4.12: Mineral Resources			
There are no RCMs related to mineral resources that would be applicable to the proposed project.			
4.13: Noise			
There are no RCMs related to noise that would be applicable to the proposed project.			
4.14: Population and Housing			
There are no RCMs related to population and housing that would be applicable to the proposed project.			

Table 5.B: Regulatory Compliance Measures

Regulatory Compliance Measures (RCMs)	Responsible Party/ Approving Agency	Timing for Regulatory Compliance Measure
4.15: Public Services		
There are no RCMs related to public services that would be applicable to the proposed project.		
4.16: Recreation		
There are no RCMs related to recreation that would be applicable to the proposed project.		
4.17: Transportation		
There are no RCMs related to transportation that would be applicable to the proposed project.		
4.18: Tribal Cultural Resources		
There are no RCMs related to tribal cultural resources that would be applicable to the proposed project.		
4.19: Utilities and Service Systems		
There are no RCMs related to utilities and service systems that would be applicable to the proposed project.		
4.20: Wildfire		
There are no RCMs related to wildfire that would be applicable to the proposed project.		

6.0 LIST OF PREPARERS

6.1 CITY OF YORBA LINDA

The following individuals reviewed and provided input on the Draft Supplemental Initial Study/Mitigated Negative Declaration (IS/MND) and technical reports:

- Jamie Lai, Public Works Director/City Engineer
- Rick Yee, Deputy Director Public Works/Assistant City Engineer
- Regina Hu, Principal Civil Engineer
- Nate Farnsworth, Community Development Director

6.2 BKF ENGINEERS

The following individuals reviewed and provided input on the Draft Supplemental Initial Study/Mitigated Negative Declaration (IS/MND) and technical reports:

- Sheila Amparo, PE, QSD, Associate Principal
- Bobby Lin, PE, Project Manager
- Kevin Wakayama, EIT, Project Engineer
- Phillip M. Jones, PE, Senior Project Manager

6.3 LSA ASSOCIATES, INC.

The following individuals were involved in the preparation of the Draft Supplemental IS/MND:

- Deborah Pracilio, Principal
- Ryan Bensley, AICP, Principal
- Jazmine Estores, Environmental Planner
- Olivia Mattair, Environmental Planner
- Bianca Martinez, Air Quality Specialist
- Cara Cunningham, Associate
- Amy Fischer, COO/Principal
- Jessica Coria, Associate/Director of Air Quality & Climate Change Sciences
- JT Stephens, Noise Principal
- Jason Lui, Noise Associate
- Arthur Black, Principal
- Kelly Vreeland, Senior Paleontologist
- Jacob Biewer, Paleontologist (formerly LSA)
- Ivan Strudwick, Cultural and Paleontological Resources Associate
- Lloyd Sample, Cultural and Paleontological Resources Principal
- Rory Goodwin, Cultural and Paleontological Resources Associate

6.4 NINYO & MOORE

The following individuals were involved in the preparation of the *Geotechnical Evaluation*, prepared for the proposed project:

- Julianne Padgett, PE, Project Engineer
- Michael L. Putt, PG, CEG, Principal Geologist
- Daniel Chu, PhD, PE, GE, Chief Geotechnical Engineer
- Soumitra Guha, PhD, PE, GE, Principal Engineer

6.5 W.G. ZIMMERMAN ENGINEERING, INC.

The following individuals were involved in the preparation of the *Yorba Linda Widening Traffic Impact Study*, prepared for the proposed project:

- Bill Zimmerman, Traffic Engineer

7.0 REFERENCES

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APPENDIX A

AIR QUALITY MEMORANDUM / CALEEMOD OUTPUT SHEETS



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APPENDIX B

BIOLOGICAL RESOURCES ASSESSMENT



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APPENDIX C

CULTURAL RESOURCES STUDY



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APPENDIX D

GEOTECHNICAL EVALUATION



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APPENDIX E

PALEONTOLOGICAL RESOURCES MEMORANDUM



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APPENDIX F

WATER QUALITY MANAGEMENT PLAN



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APPENDIX G

NOISE AND VIBRATION IMPACT ANALYSIS MEMORANDUM



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APPENDIX H

TRAFFIC STUDIES



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APPENDIX I

TRIBAL CONSULTATION RECORD



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