

**Initial Study/Mitigated Negative Declaration
Bluebird Canyon Outfall and Diversion Structure
Rehabilitation Project**

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**Initial Study/Mitigated Negative Declaration
Bluebird Canyon Outfall and Diversion Structure
Rehabilitation Project**

TABLE OF CONTENTS

<u>Section</u>	<u>Page No.</u>
ACRONYMS AND ABBREVIATIONS.....	III
1 INTRODUCTION.....	1
1.1 Overview.....	1
1.2 California Environmental Quality Act Compliance	1
1.3 Preparation and Processing of this Initial Study/Mitigated Negative Declaration .	2
1.4 Initial Study Checklist.....	2
1.5 Existing Documents to be Incorporated by Reference	3
1.6 Points of Contact.....	3
2 PROJECT DESCRIPTION	5
2.1 Project Location	5
2.2 Environmental Setting	5
2.3 Project Summary.....	6
2.4 Project Construction and Schedule	7
2.5 Project Objectives	8
3 INITIAL STUDY CHECKLIST	9
3.1 Aesthetics.....	14
3.2 Air Quality	18
3.3 Biological Resources	30
3.4 Cultural Resources	39
3.5 Energy	43
3.6 Geology and Soils.....	45
3.7 Greenhouse Gas Emissions.....	50
3.8 Hazards and Hazardous Materials	55
3.9 Hydrology and Water Quality.....	60
3.10 Land Use and Planning	69
3.11 Mineral Resources	70
3.12 Noise	71
3.13 Population and Housing.....	78
3.14 Public Services.....	79
3.15 Recreation	81
3.16 Transportation and Traffic	82
3.17 Tribal Cultural Resources	84

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

TABLE OF CONTENTS (CONTINUED)

<u>Section</u>	<u>Page No.</u>
3.18 Utilities and Service Systems.....	87
3.19 Wildfire	91
3.20 Mandatory Findings of Significance.....	93
4 REFERENCES AND PREPARERS	97
4.1 References Cited	97
4.2 List of Preparers	102

APPENDICES

A	CalEEMod Results
B	Biological Resources Letter Report
C	Cultural Resources Letter Report
D	Noise Modeling

FIGURES

1	Regional Map.....	103
2	Project Location Map.....	105
3	Existing Conditions.....	107
4	Existing Conditions.....	109
5	Existing Conditions.....	111
6	Conceptual Design	113
7	Tideflex Duckbill Valve	115

TABLES

1	Anticipated Construction Scenario	7
2	Construction Scenario Assumptions for the Bluebird Canyon Project.....	23
3	Estimated Maximum Daily Construction Emissions	24
4	Construction Localized Significance Threshold Analysis	26
5	Summary of Vegetation Communities and Land Covers	35
6	Estimated Annual Construction GHG Emissions	54
7	Construction Equipment Noise Levels	74
8	Construction Noise Model Results Summary	75

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

ACRONYMS AND ABBREVIATIONS

Acronym/Abbreviation	Definition
AB	Assembly Bill
ACOE	U.S. Army Corps of Engineers
AQMP	Air Quality Management Plan
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CH ₄	methane
CHRIS	California Historical Resources Information System
City	City of Laguna Beach
CMP	construction management plan
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
dBA	A-weighted decibels
GHG	greenhouse gas
IS	Initial Study
L _{eq}	equivalent sound level
LST	localized significance threshold
MM	Mitigation Measure
MND	Mitigated Negative Declaration
MT	metric ton
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO ₂	nitrogen dioxide
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
O ₃	ozone
PM ₁₀	particulate matter with an aerodynamic diameter less than or equal to 10 microns
PM _{2.5}	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
PRC	California Public Resources Code
PRIMP	Paleontological Resources Impact Mitigation Program

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Acronym/Abbreviation	Definition
RCNM	Roadway Construction Noise Model
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Coast Central Information Center
SMR	State Marine Reserve
SO ₂	sulfur dioxide
SO _x	sulfur oxides
SR	State Route
TAC	toxic air contaminant
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

1 INTRODUCTION

1.1 Overview

The City of Laguna Beach (City) is proposing the rehabilitation of the Bluebird Canyon outfall and diversion structure (project). The Bluebird Canyon outfall is located off the Bluebird Canyon Drive beach access area, between 1585 South Coast Highway and 1601 South Coast Highway in Laguna Beach. The outfall is an 84-inch-diameter reinforced concrete pipe that discharges flows directly to the Pacific Ocean. The City maintains and operates the diversion structure adjacent to the Bluebird Canyon outfall. The diversion structure primarily captures dry-season urban runoff from the outfall for diversion into the Bluebird Canyon Lift Station. For larger storm events, the diversion structure is bypassed and stormwater is allowed to discharge into the ocean. Due to its age and exposure to the elements, the outfall and diversion structure is in need of repair.

The Bluebird Canyon outfall structure was constructed in 1968 by the Orange County Flood Control District. Stormwater collected from a large surface water course at Glenneyre Street and Calliope Street discharges to the Pacific Ocean via the Bluebird Canyon outfall. The Bluebird Canyon outfall terminates with a concrete headwall without wing walls. Within the outfall near the ocean outlet is a transfer pipe to the diversion structure. This outlet structure is relatively low compared to sea level, and, thus, large storm events and high tides push sand and sediment into the transfer pipe, blocking the diversion. As a temporary measure, the City installed a wood header on the lower one-third of the concrete headwall to capture dry-season urban drainage and prevent sand from entering the Bluebird Canyon outfall. The proposed project seeks to permanently prevent sand from entering the structure, rather than relying on temporary solutions.

The proposed project is seeking funding through the following sources:

- State Water Resources Control Board Proposition 1 Grant Program

1.2 California Environmental Quality Act Compliance

The California Environmental Quality Act (CEQA), a statewide environmental law contained in California Public Resources Code (PRC) Sections 21000–21177, applies to most public agency decisions to carry out, authorize, or approve actions that have the potential to adversely affect the environment (PRC Section 21000 et seq.). The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies identify the environmental consequences of their discretionary actions and consider alternatives and mitigation measures that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the public an opportunity to comment on the information. If

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

significant adverse impacts cannot be avoided, reduced, or mitigated to below a level of significance, the public agency is required to prepare an environmental impact report and balance the proposed project's environmental concerns with other goals and benefits in a statement of overriding considerations.

1.3 Preparation and Processing of this Initial Study/Mitigated Negative Declaration

The City's Public Works Department directed and supervised the preparation of this Initial Study/Mitigated Negative Declaration (IS/MND). Although prepared with assistance from the consulting firm Dudek, the content contained within and the conclusions drawn by this IS/MND reflect the sole independent judgement of the City.

1.4 Initial Study Checklist

The City prepared the project's Environmental Checklist (i.e., the IS) per CEQA Guidelines Sections 15063 through 15065. The CEQA Guidelines include a suggested checklist to indicate whether the project would have an adverse impact on the environment. The checklist is found in Section 3, Initial Study Checklist, of this IS/MND. Following the checklist, Sections 3.1 through 3.20 include an explanation and discussion of each significance determination made in the checklist.

For this IS/MND, the following four possible responses can be made for each of the environmental issue areas:

- Potentially Significant Impact
- Less-Than-Significant Impact with Mitigation Incorporated
- Less-Than-Significant Impact
- No Impact

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

1.5 Existing Documents to be Incorporated by Reference

CEQA Guidelines Sections 15150, 15168(c)(3), and 15168(d)(2) permit and encourage that an environmental document incorporate by reference other documents that provide relevant data. For this project, the Laguna Beach General Plan (City of Laguna Beach 2012a) and the City's Municipal Code (City of Laguna Beach 2018) are incorporated by reference pursuant to CEQA Guidelines Section 15150 and are available for review from the following:

City of Laguna Beach
Community Development Department
505 Forest Avenue
Laguna Beach, California 92651

1.6 Points of Contact

The lead agency for this environmental document is the City of Laguna Beach. Any questions about the preparation of this IS/MND, its assumptions, or its conclusions should be referred to the following:

David Shissler, Director of Water Quality
City of Laguna Beach, Water Quality Department
505 Forest Avenue
Laguna Beach, California 92651
949.497.0328

**Initial Study/Mitigated Negative Declaration
Bluebird Canyon Outfall and Diversion Structure
Rehabilitation Project**

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Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

2 PROJECT DESCRIPTION

2.1 Project Location

The proposed project is located in the City of Laguna Beach, which is found along the Pacific Ocean in the southern part of Orange County (Figure 1, Regional Map). Regionally, the City is bounded by the City of Irvine to the north, the Cities of Laguna Niguel and Aliso Viejo to the east, the City of Dana Point to the southeast, the Pacific Ocean to the southwest, and unincorporated Orange County and the City of Newport Beach to the west. The project site is located generally off the Bluebird Canyon Drive beach access area. Specifically, the project site is located between 1585 South Coast Highway and 1601 South Coast Highway (Figure 2, Project Location Map).

According to the City of Laguna Beach Zoning Map and General Plan Land Use Map, the project site does not have a zoning designation or land use designation, since it is located within a beach access area (City of Laguna Beach 2012b, 2012c).

2.2 Environmental Setting

City of Laguna Beach

The City is situated in an unusual setting not found elsewhere in Orange County due to the location of the City as a seaside community and its physical elements, characterized by steep hillsides, rugged canyon bottoms, prominent ridgelines, and large areas of open space. These conditions physically separate the City from the urbanization occurring elsewhere in Orange County, and provide a natural open space buffer around the community. The physical features of the City can be divided into three geomorphic regions: coastal fringe; hillsides, canyons, and ridges; and the central basin (City of Laguna Beach 2012b).

The City is situated on the Pacific Ocean coastline and has an area of approximately 8.8 square miles. It includes areas that are zoned for residential, commercial, light industrial, institutional, recreational, open space, agriculture-recreation, and public lands uses. Open space, recreational, and environmentally sensitive lands make up approximately 59% of the total area. Residential land use makes up 35%, commercial uses make up approximately 4%, and industrial and institutional make up 1% each of the developed land within the City's boundaries (City of Laguna Beach 2012b).

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Project Site

The approximately 0.03-acre project site is occupied by the existing Bluebird Canyon outfall and diversion structure. The outfall is an 84-inch-diameter reinforced concrete pipe that discharges flows directly to the Pacific Ocean. The outfall is located under Glenneyre Street and South Coast Highway, is approximately 900 feet long, and terminates with a concrete headwall. The diversion structure is located approximately 6 feet from the main storm drain outlet.

Stormwater collected from a large surface water course at Glenneyre Street and Calliope Street discharges to the Pacific Ocean via the Bluebird Canyon outfall. The Bluebird Canyon outfall terminates with a concrete headwall without wing walls. Within the outfall near the ocean outlet is a transfer pipe to the diversion structure. This outlet structure is relatively low compared to sea level, and, thus, large storm events and high tides push sand and sediment into the transfer pipe, blocking the diversion. As a temporary measure, the City has installed a wood header on the lower one-third of the concrete headwall to capture dry-season urban drainage and prevent sand from entering the Bluebird Canyon outfall (Figure 3, Existing Conditions). The outfall structure headwall is concrete and is visible from the beach. A retaining wing wall on either side flanks the headwall (Figure 4, Existing Conditions).

Surrounding Land Uses

The project site is located at the beach access on Bluebird Canyon Drive (Figure 5, Existing Conditions). The area surrounding the project site contains a mix of uses, with hotel, residential, and commercial. The uses adjacent to the project site consist of Laguna Sands condominiums to the north and Seaside Laguna Inn & Suites to the south. Several commercial buildings are located east of the project site across South Coast Highway. The Pacific Ocean is located west of the project site.

2.3 Project Summary

The proposed project would involve rehabilitation of the existing Bluebird Canyon outfall and diversion structure. The existing headwall would be removed and replaced with a new headwall, which would be located on the same footprint and be constructed with concrete, colored to blend aesthetically with the surrounding environment. An intermediate wall would be constructed between the headwall and the outfall and diversion pipes, creating an enclosure for the outfall and diversion pipes (Figure 6, Conceptual Design). Two Tideflex duckbill valves would be installed on this intermediate wall to allow stormwater to pass through the intermediate wall but prevent the surcharge of sea water, sand, and sediment (Figure 7, Tideflex Duckbill Valve). A manhole and cover would be located above the outfall and diversion pipes (behind the intermediate wall), with stairs leading to this enclosure.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

2.4 Project Construction and Schedule

The first few months of the construction process would involve site mobilization and permitting. Construction of the proposed project would last approximately 4 months.

Project construction would begin with demolition, which would involve removal of portions of the existing structure. The next phase, site preparation, would involve clearing sand and sediment and preparation for construction. The final phase would involve construction of the proposed structure. Construction phasing is anticipated as follows:

- Demolition – 5 days
- Site preparation – 3 days
- Facility construction – 60 days

The anticipated construction scenario is shown in Table 1. The equipment mix is meant to represent a reasonably conservative estimate of construction activity. For this analysis, it was generally assumed that heavy construction equipment would be operating at the site for approximately 8 hours per day, 5 days per week (22 days per month).

Table 1
Anticipated Construction Scenario

Construction Phase	Daily One-Way Worker Trips	Daily One-Way Vendor Trips	Total Haul Truck Trips	Equipment	Total Equipment
Demolition	10	0	10	Excavator	1
				Tractor/loader/backhoe	1
				Concrete/industrial saw	1
				Rubber-tired dozer	1
Site Preparation	8	0	10	Excavator	1
				Tractor/loader/backhoe	1
				Rubber-tired dozer	1
Facility Construction	8	0	4	Excavator	1
				Tractor/loader/backhoe	1
				Cement and mortar mixer	1

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

The project site is located off the Bluebird Canyon Drive beach access area in the City of Laguna Beach. Construction staging and worker parking would be located along the beach access road while maintaining pedestrian access to the beach along the beach access road. Vehicular access into the project site would be from South Coast Highway.

2.5 Project Objectives

The objectives of the Bluebird Canyon outfall and diversion structure rehabilitation project are as follows:

- Reduce sand and debris from accumulating in the pipe and diversion structure.
- Repair the existing facility, which is 50 years old and has been exposed to the elements.
- Provide safe and easy access to the facility for maintenance and repair.
- Enhance safety through redesign by reducing accessibility to the outfall structure by the public.
- Allow for better hydraulic efficiency while diverting flows.
- Divert stormwater flows for a longer duration, which could add to available reclaimed water supply.
- Improve water quality on the beach.

**Initial Study/Mitigated Negative Declaration
Bluebird Canyon Outfall and Diversion Structure
Rehabilitation Project**

3 INITIAL STUDY CHECKLIST

1. Project title:

Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

2. Lead agency name and address:

City of Laguna Beach
Public Works Department
505 Forest Avenue
Laguna Beach, California 92651

3. Contact person and phone number:

David Shissler, Director of Water Quality
949.497.0328

4. Project location:

The project site is located generally off the Bluebird Canyon Drive beach access area. Specifically, the project site is located between 1585 South Coast Highway and 1601 South Coast Highway.

5. Project sponsor's name and address:

City of Laguna Beach
Water Quality Department
505 Forest Avenue
Laguna Beach, California 92651

6. General plan designation:

N/A (according to the City of Laguna Beach General Plan Land Use Map, the project site does not have a land use designation, since it is located within a beach access area).

7. Zoning:

N/A (according to the City of Laguna Beach Zoning Map, the project site does not have a zoning designation, since it is located within a beach access area).

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- 8. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

Refer to Section 2 of this IS/MND for detailed information on the project description, environmental setting, and surrounding land uses.

- 9. Surrounding land uses and setting (Briefly describe the project's surroundings):**

The area surrounding the project site contains a mix of land uses, including residential, hotel, and commercial.

- 10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

The following agencies may be responsible agencies under CEQA. They may need to issue approvals for the project and, thus, rely on this IS/MND:

- Orange County Flood Control District
- State Water Resources Control Board
- Regional Water Quality Control Board – Region 9

- 11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

Yes. See Section 3.17, Tribal Cultural Resources.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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


- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Air Quality | <input type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy | <input type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation and Traffic | <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance | |

**Initial Study/Mitigated Negative Declaration
Bluebird Canyon Outfall and Diversion Structure
Rehabilitation Project**

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier 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.



Signature

6/26/19

Date

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

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

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- 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 significance.

3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

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

Less-Than-Significant Impact with Mitigation Incorporated. Scenic vistas and other important visual resources are typically associated with natural landforms such as mountains, foothills, ridgelines, and coastlines. The City's General Plan Open Space Element identifies the undeveloped hillside lands and the City's shorelines as important visual resources. In addition, the City's General Plan Open Space Element specifies policies to ensure preservation of the City's visual resources (City of Laguna Beach 2006).

The approximately 0.03-acre project site is occupied by the existing Bluebird Canyon outfall and diversion structure. The outfall is an 84-inch-diameter reinforced concrete pipe that discharges flows directly to the Pacific Ocean. The outfall is located under Glenneyre Street and South Coast Highway, is approximately 900 feet long, and terminates with a concrete headwall. The project site is located at the bottom of an access slope to Bluebird Beach, and is below-grade of nearby viewsheds of scenic vistas. The diversion structure and ocean outfall would be reconstructed within the same footprints as the existing structures and would have a similar appearance and dimensions as the existing structures. Thus, the project would not affect views of or from any scenic vista in the broader project area, and visual impacts would be limited to the duration of construction activities.

During construction of the project, equipment, vehicles, and materials would be stored on the project site within a designated staging area. Although storage of these construction items would be temporary and would cease promptly upon completion of construction activities, such storage activity could potentially affect the viewshed of surrounding land uses. As a result, Mitigation Measure (MM)-AES-1 through MM-AES-4 would be required to reduce impacts related to the short-term, on-site storage of construction equipment, vehicles, and materials. MM-AES-1 would involve the storage of construction items within a fenced and screened designated staging area, and MM-AES-2 pertains to the prompt removal of demolition and construction debris from the project site. MM-AES-3 would be required to reduce the potential visual impacts associated with cranes, and MM-AES-4 would provide residents and business owners a point of contact to ask questions or make complaints related to construction activities. Therefore, with the incorporation of MM-AES-1 through MM-AES-4, impacts associated with scenic vistas would be less than significant.

MM-AES-1 The City of Laguna Beach and its contractors shall ensure that, during non-construction hours, all construction equipment, vehicles, and materials shall be relegated to a designated staging area on or adjacent to the project site. This staging area shall be fenced and screened to clearly identify the

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

boundaries of the storage area and to limit views of stored construction items from adjacent land uses and roadways. The temporary staging area and enclosures shall remain closed when work is not taking place.

All staging area fencing shall use coated material to eliminate glare. The fencing material shall incorporate colors and patterns that have the least contrast with the surroundings and modify the overall impact of the fence surface that is directly viewed by nearby visual receptors.

Any on-site staging area shall be located within an appropriate, convenient portion of the project site away from adjacent land uses and roadways, as feasible. Storage containers shall be used to store loose construction items and materials to prevent a haphazard visual appearance on the project site.

- MM-AES-2** The City of Laguna Beach and its contractors shall ensure that any demolition and construction debris not designated for reuse on the project site shall be promptly removed from the site in accordance with the approved construction schedule. No long-term stockpiling of such debris shall occur on the project site, and no short-term stockpiles shall exceed the height of the temporary construction fencing that shall bound the project site. Demolition and construction debris earmarked for reuse on the project site shall be a permitted activity but shall still occur at a height that is not readily visible from adjacent land uses and roadways.
- MM-AES-3** At the construction and staging area locations, the City of Laguna Beach and its contractors shall require that cranes, if required, be lowered to a position below the visual screen when not in use and at all times between 6 p.m. and 7 a.m.
- MM-AES-4** The City of Laguna Beach and its contractors shall designate a point of contact who will be responsible for responding to complaints regarding construction staging. A contact number for the point of contact shall be conspicuously placed on construction site fences and written into the construction notification schedule sent to nearby residences. Any complaints received regarding visual issues and concerns, or violations of these mitigation measures at and adjacent to the project site, shall be investigated and responded to within 48 hours.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

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

Less-Than-Significant Impact. The nearest designated state scenic highway to the project site is the segment of State Route (SR) 91 (Riverside Freeway) located between SR-55 and the Orange County/Riverside County line (Caltrans 2011). This segment of SR-91 is located in northern Orange County, approximately 36 miles northeast of the project site. Thus, the project would not be within the viewshed of an officially designated state scenic highway.

The nearest eligible, yet not officially designated, state scenic highway is SR-1 (South Coast Highway), which traverses the project site. However, the project would be located underground and below grade, outside of the public viewshed from SR-1. In addition, the replacement headwall and improved ocean outfall and diversion structures would be reconstructed within the same footprint as the existing structures and would be designed to share a similar appearance and dimensions as the existing structures. Therefore, impacts associated with state scenic highways would be less than significant.

- 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. The project site is located in the City of Laguna Beach, which is generally characterized by large areas of open space along with areas for residential, commercial, light industrial, institutional, recreational, and public uses. The project site located at the beach access on Bluebird Canyon Drive and is surrounded by a mix of uses, with hotel, residential, and commercial. As such, the project site and surrounding area is considered urbanized. However, the project site is located within a beach access area and does not have a land use or zoning designation, and thus, does not have applicable general plan or zoning regulations governing scenic quality. Nonetheless, the project would be subject to approval by the City's Design Review Board to ensure the project is consistent with the scenic quality of the surrounding area. Further, the project would involve replacement of existing stormwater outfall and diversion infrastructure, and would not substantially alter the scenic quality of the project site. Therefore, the project would not conflict with regulations governing scenic quality, and impacts would be less than significant.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- 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 with Mitigation Incorporated. The completed project would not require any new sources of operational lighting. However, should nighttime construction be required, temporary construction lighting would be required on the project site. Although the surrounding project area contains sources of nighttime lighting associated with the nearby commercial land uses, precautions would take place to ensure that construction lighting would not result in light trespass onto neighboring properties. As a result, MM-AES-4 and MM-AES-5 would be required to reduce impacts related to the short-term, on-site use of construction lighting. With the incorporation of mitigation, impacts associated with light and glare would be less than significant.

MM-AES-5 The City of Laguna Beach and its contractors shall ensure that construction lighting shall be installed using hooded shields or other devices around the light fixtures to minimize glare and upward/horizontal casting of light. All lighting shall be directed away from and shall not shine onto any neighboring property, with specific attention being given to the nearest residential properties to the project site. Construction lighting shall be positioned to minimize intrusive light that is cast beyond the project site.

3.2 Air Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
II. AIR QUALITY – 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:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

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

Less-Than-Significant Impact. The project site is located within the South Coast Air Basin (SCAB), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County, and is within the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD).

The SCAQMD administers the Air Quality Management Plan (AQMP) for the SCAB, which is a comprehensive document outlining an air pollution control program for all California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). The most recently adopted AQMP is the 2016 AQMP (SCAQMD 2017), which was adopted by the SCAQMD Governing Board in March 2017. The 2016 AQMP represents a new approach, focusing on available, proven, and cost-effective alternatives to traditional strategies while seeking to achieve multiple goals in partnership with other entities promoting reduction in greenhouse gases (GHGs) and toxic risk, as well as efficiencies in energy use and transportation.

For the proposed project, the following criteria from SCAQMD's CEQA Air Quality Handbook were used to assess impacts (SCAQMD 1993):

- Would the project result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emissions reduction in the AQMP?
- Would the project exceed the assumptions in the AQMP or increments based on the year of project buildout and phase?

To address the first criterion regarding the project's potential to result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the ambient air quality standards or interim emission reductions in the AQMP, project-generated criteria air pollutant emissions were estimated and analyzed for significance (see Section 3.2[b]). Detailed results of this analysis are included in Appendix A, CalEEMod Results. As presented in Section 3.2(b), project construction would not generate criteria air pollutant emissions that would exceed the SCAQMD thresholds, and the project is not anticipated to generate operational criteria air emissions.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

The second criterion regarding the project's potential to exceed the assumptions on the AQMP or increments based on the year of project buildout is primarily assessed by determining consistency between the project's land use designations and potential to generate population growth. In general, projects are considered consistent with, and would not conflict with or obstruct the implementation of the AQMP, if the growth in socioeconomic factors are consistent with underlying regional plans used to develop the AQMP (per consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook [SCAQMD 1993]). The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments (SCAG). The SCAG developed the growth forecasts for its Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2016), which is based on general plans for cities and counties in the SCAB, for the development of the AQMP emissions inventory (SCAQMD 2017). The SCAG 2016 Regional Transportation Plan/Sustainable Communities Strategy and associated Regional Growth Forecast are generally consistent with local plans; therefore, the 2016 AQMP is generally consistent with local government plans.

Because the proposed project is an infrastructure replacement project within an easement, the project site does not have a general plan land use designation or zoning code designation. Additionally, the project would not involve any operational activity nor would it induce population growth. Accordingly, the project is consistent with the SCAG Regional Transportation Plan/Sustainable Communities Strategy forecasts used in the SCAQMD AQMP.

In summary, based on the considerations presented for the two criteria, impacts related to the project's potential to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

- 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. A quantitative analysis was conducted to determine whether proposed construction activities would result in emissions of criteria air pollutants that may cause exceedances of the NAAQS or CAAQS, or contribute to existing nonattainment of ambient air quality standards. Criteria air pollutants include ozone (O₃), nitrogen dioxide, carbon monoxide (CO), sulfur dioxide (SO₂), particulate matter with an aerodynamic diameter less than or equal to 10 microns (PM₁₀), particulate matter with an aerodynamic diameter

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

less than or equal to 2.5 microns (PM_{2.5}), and lead. Pollutants that are evaluated herein include volatile organic compounds (VOCs) and oxides of nitrogen (NO_x)—which are important because they are precursors to O₃—and CO.

Regarding NAAQS and CAAQS attainment status,¹ the SCAB is designated as a nonattainment area for federal and state O₃ standards, and federal and state PM_{2.5} standards (CARB 2017a; EPA 2017a). The SCAB is designated as a nonattainment area for state PM₁₀ standards; however, it is designated as an attainment area for the federal PM₁₀ standards. The SCAB is designated as an attainment area for federal and state CO standards, federal and state nitrogen dioxide (NO₂) standards, and federal and state SO₂ standards. Although the SCAB has been designated as nonattainment for the federal rolling 3-month average lead standard, it is designated attainment for the state lead standard.²

Appendix G of the CEQA Guidelines indicates that, where available, the significance criteria established by the applicable air district may be relied upon to determine whether a project would have a significant impact on air quality. The SCAQMD has established Air Quality Significance Thresholds, as revised in March 2015, which set forth quantitative emissions significance thresholds below which a project would not have a significant impact on ambient air quality under project-level and cumulative conditions (SCAQMD 2015). The quantitative air quality analysis provided herein applies the SCAQMD thresholds to determine the potential for the project to result in a significant impact under CEQA. The SCAQMD mass daily construction thresholds are as follows: 75 pounds per day for VOCs, 100 pounds per day for NO_x, 550 pounds per day for CO, 150 pounds per day for sulfur oxides (SO_x), 150 pounds per day for PM₁₀, and 55 pounds per day for PM_{2.5}.

The following discussion quantitatively evaluates project-generated construction impacts. Because the proposed project would involve replacement of existing infrastructure, no operational activities are anticipated, and operational impacts are not considered in this analysis.

¹ An area is designated as in attainment when it is in compliance with the NAAQS and/or the CAAQS. These standards are set by the Environmental Protection Agency (EPA) and California Air Resources Board (CARB), respectively, for the maximum level of a given air pollutant that can exist in the outdoor air without unacceptable effects on human health or the public welfare. Attainment = meets the standards; attainment/maintenance = achieve the standards after a nonattainment designation; nonattainment = does not meet the standards.

² The phaseout of leaded gasoline started in 1976. Since gasoline no longer contains lead, the project is not anticipated to result in impacts related to lead; therefore, it is not discussed in this analysis.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Construction Impacts

Proposed construction activities would result in temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and VOC off-gassing) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and the prevailing weather conditions (for dust). Therefore, emissions levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts.

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions from construction of the proposed project. CalEEMod is a statewide computer model developed in cooperation with air districts throughout the state to quantify criteria air pollutant emissions associated with construction activities from a variety of land use projects, such as residential, commercial, and industrial facilities. CalEEMod input parameters, including the land use type used to represent the project, construction schedule, and anticipated construction equipment utilization, were based on information provided by the project engineers or default model assumptions if project specifics were unavailable.

For purposes of estimating project emissions, and based on information provided by the project engineers, it is assumed that construction of the project would commence in October 2018 and would last approximately 4 months, ending in January 2019. This construction start date has since been pushed back. However, for the purposes of air emissions impact analysis, assuming an earlier start date for project construction represents the worst-case scenario for criteria air pollutant emissions, because equipment and vehicle emission factors for later years would be less due to more stringent standards for off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles. The construction schedule, vehicle trip assumptions, and construction equipment mix used for estimating the project-generated construction emissions are shown in Table 2.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Table 2
Construction Scenario Assumptions for the Bluebird Canyon Project

Construction Phase	Average Daily Worker Trips	Average Daily Vendor Truck Trips	Total Haul Truck Trips	Equipment	Quantity	Usage Hours	Start Date	Finish Date
Demolition (1 week)	6	2	10	Excavator	1	8	10/2018	10/2018
				Dump truck	1	8		
				Tractor/Loader/Backhoe	1	8		
Site Prep (1 week)	6	2	0	Excavator	1	8	10/2018	10/2018
				Tractor/Loader/Backhoe	1	8		
Trenching (1 week)	6	0	0	Excavator	1	8	10/2018	10/2018
				Tractor/Loader/Backhoe	1	8		
Facility Construction (2 months)	4	2	0	Concrete truck	1	8	10/2018	01/2019
				Pump	1	8		
				Man lift	1	8		
Architectural Coating (2 weeks)	4	2	0	Air compressor	1	8	01/2019	01/2019
				Man lift	1	8		

Notes: See Appendix A for details

Internal combustion engines used by construction equipment, trucks, and worker vehicles would result in emissions of VOC, NO_x, CO, PM₁₀, and PM_{2.5}. PM₁₀ and PM_{2.5} emissions would be generated by entrained dust, which results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil. The project is expected to be balanced on site and not require import or export of earthwork materials. The project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during any dust-generating activities. Standard construction practices that would be employed to reduce fugitive dust emissions include watering of the active dust areas two times per day, with additional watering depending on weather conditions. Concrete pouring would produce VOC emissions. The project would also require some minor application of architectural coatings (e.g., paint and other finishes) for painting of the outfall structure. The contractor is required to procure architectural coatings from a supplier in compliance with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Estimated maximum daily construction criteria air pollutant emissions from all on-site and off-site emissions sources are provided in Table 3.

Table 3
Estimated Maximum Daily Construction Emissions

Year ¹	VOC	NO _x	CO	SO _x	PM ₁₀ [*]	PM _{2.5} [*]
	<i>Pounds per Day</i>					
2018	0.62	6.62	6.09	0.01	0.46	0.35
2019	0.54	4.76	5.11	0.00	0.31	0.27
Maximum Daily Emissions	0.62	6.62	6.09	0.01	0.46	0.35
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
Threshold Exceeded?	No	No	No	No	No	No

Source: SCAQMD 2015

VOC = volatile organic compound; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = sulfur oxides; PM₁₀ = coarse particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District

See Appendix A for detailed results.

¹ It was assumed that construction of the project would commence in October 2018 and would last approximately 4 months, ending in January 2019. This construction start date has since been pushed back. However, for the purposes of air emissions impact analysis, assuming an earlier start date for project construction represents the worst-case scenario for criteria air pollutant emissions, because equipment and vehicle emission factors for later years would be less due to more stringent standards for off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles.

^{*} These estimates reflect control of fugitive dust (watering two times daily) required by SCAQMD Rule 403 (SCAQMD 2005).

As shown in Table 3, daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, NO_x, CO, SO_x, PM₁₀, or PM_{2.5} during project construction. Therefore, short-term construction impacts associated with violate air quality standards would be less than significant and the project would not contribute substantially to existing or projected air quality violations.

Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants is a result of past and present development, and SCAQMD develops and implements plans for future attainment of ambient air quality standards. Based on these considerations, project-level thresholds of significance for criteria pollutant emissions are used to determine whether a project's individual emissions would have a cumulatively considerable contribution on air quality. If a project's emissions would exceed the SCAQMD's significance thresholds, it would have a cumulatively considerable contribution. Conversely, projects that do not exceed project-specific thresholds are generally not considered to be cumulatively significant (SCAQMD 2003).

As discussed previously, the SCAB has been designated as a federal nonattainment area for O₃ and PM_{2.5}, and a state nonattainment area for O₃, PM₁₀, and PM_{2.5}. The nonattainment status is the result of cumulative emissions from various sources of air

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

quality pollutants and their precursors within the SCAB, including motor vehicles, off-road equipment, and commercial and industrial facilities. Proposed construction activities of the project would generate VOCs and NO_x emissions (which are precursors to O₃), and emissions of PM₁₀ and PM_{2.5}. However, as indicated in Table 3, project-generated emissions would not exceed the SCAQMD emissions-based significance thresholds for VOC, NO_x, PM₁₀, or PM_{2.5}.

Cumulative localized impacts would potentially occur if a construction project were to occur concurrently with another off-site project. Construction schedules for potential future projects near the project site are currently unknown; therefore, potential construction impacts associated with two or more simultaneous projects would be speculative. However, future projects would be subject to CEQA and would require an air quality analysis and, where necessary, mitigation. Criteria air pollutant emissions associated with construction activities of future projects would be reduced through implementation of control measures required by the SCAQMD. Cumulative PM₁₀ and PM_{2.5} emissions would be reduced because all future projects would be subject to SCAQMD Rule 403 (Fugitive Dust), which sets forth general and specific requirements for all construction sites in the SCAQMD (SCAQMD 2005).

Therefore, the project would not result in a cumulatively considerable increase in emissions of nonattainment pollutants, and impacts would be less than significant.

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

Less-Than-Significant Impact. Localized project impacts associated with construction criteria air pollutants emissions are assessed below.

Sensitive Receptors

Sensitive receptors are those individuals more susceptible to the effects of air pollution than the population at large. People most likely to be affected by air pollution include children, older adults, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes (SCAQMD 1993). The closest sensitive receptor land uses to the project site are residential land uses located adjacent to the north and west of the project site.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Localized Significance Thresholds

The SCAQMD recommends a localized significance threshold (LST) analysis to evaluate localized air quality impacts to sensitive receptors in the immediate vicinity of a project site from construction activities. Impacts were analyzed using methods consistent with those in the SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2009). The project is located in Source-Receptor Area 20 (Central Orange County Coastal). The project site is approximately 0.3 acres. For the purposes of the LST analysis, a 1-acre area was assumed, since that is the smallest available disturbance area in the SCAQMD's LST Methodology. The closest sensitive receptors to the project site are multi-family homes located adjacent to the project boundary to the north and west. The shortest distance available in the SCAQMD LST Methodology is 25 meters (82 feet), so this distance was used for this analysis.

Project construction activities would result in temporary sources of on-site criteria pollutant emissions associated with construction equipment exhaust and dust-generating activities. Off-site emissions from trucks and worker vehicle trips are not included in the LST analysis because they would occur off site. The maximum daily on-site construction emissions generated during construction of the proposed project is presented in Table 4 and compared to the SCAQMD localized significance criteria for Source-Receptor Area 20 to determine whether project-generated emissions would result in a localized significant impact.

Table 4
Construction Localized Significance Threshold Analysis

Year ¹	NO ₂	CO	PM ₁₀	PM _{2.5}
	<i>Pounds per Day (On Site)</i>			
2018	5.73	5.61	0.34	0.31
2019	4.51	4.87	0.25	0.25
Maximum Daily On Site Emissions	5.73	5.61	0.34	0.31
<i>SCAQMD LST Criteria</i>	92	647	14	9
Threshold Exceeded?	No	No	No	No

Source: SCAQMD 2009

Notes: NO₂ = nitrogen dioxide; CO = carbon monoxide; PM₁₀ = particulate matter; PM_{2.5} = fine particulate matter; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold

See Appendix A for detailed results.

Localized significance thresholds are shown for a 1-acre project site corresponding to a distance to a sensitive receptor of 25 meters.

¹ It was assumed that construction of the project would commence in October 2018 and would last approximately 4 months, ending in January 2019. This construction start date has since been pushed back. However, for the purposes of air emissions impact analysis, assuming an earlier start date for project construction represents the worst-case scenario for criteria air pollutant emissions, because equipment and vehicle emission factors for later years would be less due to more stringent standards for off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

As shown in Table 4, proposed construction activities would not generate emissions in excess of site-specific LSTs. Therefore, impacts associated with LSTs would be less than significant.

CO Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed CO “hotspots.” CO transport from its source is extremely limited and it disperses rapidly with distance from the source. Under certain extreme meteorological conditions, however, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors. Typically, high CO concentrations are associated with severely congested intersections operating at an unacceptable level of service (LOS) (LOS E or worse is unacceptable). Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to a CO hotspot. As discussed in Section 3.15, Transportation and Traffic, implementation of MM-TRA-1 would limit impacts related to traffic circulation, including adjacent intersections, during construction from materials delivery and haul trucks. Additionally, the proposed project would not include any vehicular activity after construction of the outfall is completed. Therefore, impacts associated with CO hotspots would be less than significant.

Toxic Air Contaminants

Toxic air contaminants (TACs) are defined as substances that may cause or contribute to an increase in deaths or serious illnesses, or that may pose a present or potential hazard to human health. As discussed in the LST analysis, above, the nearest sensitive receptors to the project site are residences located adjacent to the northern and western project boundaries.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends an incremental cancer risk threshold of 10 in 1 million. “Incremental cancer risk” is the net increase likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, or 70-year exposure period will contract cancer based on the use of standard Office of Environmental Health Hazard Assessment risk-assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. The SCAQMD recommends a Hazard Index of 1 or more for acute

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

(short-term) and chronic (long-term) non-carcinogenic effects.³ TACs that would potentially be emitted during construction activities associated with development of the proposed project would be diesel particulate matter.

During construction, diesel particulate matter emissions would be emitted from heavy equipment use and heavy-duty trucks. Heavy-duty construction equipment is subject to a California Air Resources Board (CARB) Airborne Toxics Control Measure for in-use diesel construction equipment to reduce diesel particulate emissions. As described for the LST analysis, PM₁₀ (conservative representative of diesel particulate matter) exposure would be minimal. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should be limited to the period/duration of activities associated with a project (OEHHA 2015). Thus, the duration of construction activities would only constitute a small percentage of the total 30-year exposure period. The construction period for the proposed project would be approximately 4 months, after which construction-related TAC emissions would cease. Due to this relatively short period of exposure and minimal particulate emissions on site, TACs generated during construction would not be expected to result in concentrations that would cause significant health risks.

Additionally, the project does not propose routine operational activities following completion of on-site construction activities, and, as such, operations would not generate TAC emissions. The project would not result in substantial TAC exposure to sensitive receptors in the vicinity of the proposed project. Therefore, impacts associated with TACs would be less than significant.

Health Impacts from Criteria Air Pollutants

Construction of the proposed project would generate criteria air pollutant emissions; however, the project would not exceed the SCAQMD's mass-emissions thresholds.

The SCAB is designated as nonattainment for O₃ for the NAAQS and CAAQS. Thus, existing O₃ levels in the SCAB are at unhealthy levels during certain periods. The health effects associated with O₃ are generally associated with reduced lung function. Because the proposed project would not involve construction activities that would result in O₃ precursor

³ Non-cancer adverse health risks are measured against a hazard index, which is defined as the ratio of the predicted incremental exposure concentrations of the various non-carcinogens from the project to published reference exposure levels that can cause adverse health effects.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

emissions (VOC or NO_x) that would exceed the SCAQMD thresholds, the project is not anticipated to substantially contribute to regional O₃ concentrations and its associated health impacts.

In addition to O₃, NO_x emissions contribute to potential exceedances of the NAAQS and CAAQS for NO₂. Exposure to NO₂ and NO_x can irritate the lungs, cause bronchitis and pneumonia, and lower resistance to respiratory infections (EPA 2016b). Project construction would not exceed the SCAQMD NO_x threshold, and existing ambient NO₂ concentrations are below the NAAQS and CAAQS. Thus, proposed project construction is not expected to exceed the NO₂ standards or contribute to associated health effects.

CO tends to be a localized impact associated with congested intersections. In terms of adverse health effects, CO competes with oxygen, often replacing it in the blood, reducing the blood's ability to transport oxygen to vital organs. The results of excess CO exposure can include dizziness, fatigue, and impairment of central nervous system functions (EPA 2016b). CO hotspots were discussed previously as a less-than-significant impact. Thus, the proposed project's CO emissions would not contribute to the health effects associated with this pollutant.

The SCAB is designated as nonattainment for PM₁₀ under the CAAQS and nonattainment for PM_{2.5} under the NAAQS and CAAQS. Particulate matter contains microscopic solids or liquid droplets that are so small that they can get deep into the lungs and cause serious health problems. Particulate matter exposure has been linked to a variety of problems, including premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms such as irritation of the airways, coughing, or difficulty breathing (EPA 2016b). As with O₃ and NO_x, the proposed project would not generate emissions of PM₁₀ or PM_{2.5} that would exceed the SCAQMD's thresholds. Accordingly, the proposed project's PM₁₀ and PM_{2.5} emissions are not expected to cause any increase in related regional health effects for these pollutants.

In summary, the proposed project would not result in a potentially significant contribution to regional concentrations of non-attainment pollutants, and would not result in a significant contribution to the adverse health impacts associated with those pollutants. Therefore, impacts associated with health effects from criteria air pollutants would be less than significant.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- 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. The occurrence and severity of potential odor impacts depend on numerous factors: the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receiving location. Although offensive odors seldom cause physical harm, they can be annoying, cause distress among the public, and generate citizen complaints.

SCAQMD provides a list of land uses associated with odor concerns, which include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). The project would include replacement of an existing stormwater outfall and diversion infrastructure, which is not anticipated to generate new odors or increase emissions of odors, it is not one of the types of land uses identified in SCAQMD's screening criteria.

During project construction, exhaust from equipment may produce discernible odors typical of most construction sites. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment. However, such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people. Therefore, impacts associated with odors would be less than significant.

3.3 Biological Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
III. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following analysis is based in part on the June 2016 Biological Resources Letter Report prepared by Dudek and included as Appendix B of this IS/MND.

- 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 Game or U.S. Fish and Wildlife Service?***

On June 14, 2016, Dudek biologists conducted a general biological survey and essential fish habitat assessment of the project site. The most recent versions of the California Natural Diversity Database and the California Native Plant Society's Inventory of Rare and Endangered Plants (as cited in the Biological Resources Letter Report [Appendix B]) were reviewed to identify sensitive biological resources present or potentially present on the project site and surrounding quadrangles. An essential fish habitat assessment was conducted to evaluate potential impacts to fish, fish habitat, and other marine resources within and adjacent to the project site from proposed construction activities. Essential fish habitat is regulated under the Magnuson-Stevens Fishery Conservation and Management Act, protecting waters and substrate, including eelgrass (*Zostera marina*) beds, necessary to fish for spawning, breeding, feeding, or growth to maturity (16 United States Code 1801 et seq.). Substrates include soft substrates (sand), hard (rocky) substrates, structures underlying

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

waters, and associated biological communities. Additionally, a preliminary investigation of the extent and distribution of U.S. Army Corps of Engineers (ACOE) jurisdictional waters of the United States, Regional Water Quality Control Board jurisdictional waters of the state, and California Department of Fish and Wildlife (CDFW) jurisdictional streambed and associated riparian habitat was conducted.

Special-Status Species

Less-Than-Significant Impact. No plant species listed or proposed for listing as rare, threatened, or endangered by either CDFW or the U.S. Fish and Wildlife Service was detected on the project site. Additionally, no plant species considered sensitive by the California Native Plant Society was observed, and no special-status plant species are expected to occur on site due to the existing development and full site disturbance. No wildlife species listed or proposed for listing as rare, threatened, or endangered by either CDFW or the U.S. Fish and Wildlife Service was detected on site. It was determined that no special-status wildlife species are expected to occur on site because of the lack of suitable habitat (see Appendix B).

Tables E-1 and E-2 in Appendix E of the Biological Resources Letter Report (Appendix B) list sensitive plant and wildlife species that are known to occur within a 10-mile radius of the project site or are identified as occurring or potentially occurring according to the City's biological inventory (Marsh et al. 1983). For each species listed, a determination is made regarding the potential use of the project site based on information gathered during the field reconnaissance, known habitat present, current site conditions, past and present land uses, and knowledge of their relative distributions in the area. Based on the species ranges, vegetation communities/land covers (e.g., developed, ornamental), and soils present on the project site, there is little to no potential for special-status plants or special-status wildlife to occur within the study area (Appendix B). Therefore, impacts associated with special-status species would be less than significant.

Nesting Birds

Less-Than-Significant Impact with Mitigation Incorporated. The study area contains various landscape shrubs and trees that could support nesting birds. Although no active birds were observed during fieldwork (see Appendix B), these shrubs and trees could still potentially provide nesting opportunities for common bird and raptor species protected under the California Fish and Game Code and Migratory Bird Treaty Act. Impacts to nesting bird and raptor species could be potentially significant if implementation of the

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

project would require removal or substantial maintenance (e.g., trimming, pruning) of mature trees during the nesting season. However, as mandated by the Migratory Bird Treaty Act, which is implemented by the U.S. Fish and Wildlife Service, any disturbance at active nesting territories (i.e., trees capable of supporting active nests) must be reduced or eliminated during critical phases of the nesting cycle (generally February through August). Therefore, to minimize the potential environmental impacts to nesting birds, the project must comply with the Migratory Bird Treaty Act. Therefore, with the incorporation of MM-BIO-1, impacts associated with wildlife nesting sites would be less than significant.

MM-BIO-1 If demolition, grading, and/or construction activities must occur during the avian nesting season (generally February through August), the City of Laguna Beach shall ensure that a survey for active nests be conducted by a qualified biologist a maximum of 1 week prior to the activities to determine the presence/absence, location, and status of any active nests on or adjacent to the project site. If no active nests are discovered or identified, no further mitigation is required. In the event that active nests are discovered on site, a suitable buffer determined by the biologist (e.g., 30 to 50 feet for passerines) shall be established around any active nest. No ground-disturbing activities shall occur within this buffer until the biologist has confirmed that breeding/nesting is completed and the young have fledged the nest. Limits of construction to avoid a nest shall be established in the field by the biologist with flagging and stakes or construction fencing. Construction personnel shall be instructed regarding the ecological sensitivity of the fenced area. The results of the survey shall be documented and filed with the City of Laguna Beach within 5 days after the survey.

Essential Fish Habitat

Less-Than-Significant Impact with Mitigation Incorporated. The project would be located adjacent to Laguna Beach State Marine Reserve (SMR), which extends seaward from the mean high tide line. In an SMR, it is unlawful under the California Code of Regulations (CCR) to injure, damage, take, or possess any living, geological, or cultural marine resource, except under a scientific collecting permit issued by CDFW or specific authorization from the California Fish and Game Commission for research, restoration, or monitoring purposes (14 CCR 632[a][1][A]). The project site is also located adjacent to an area designated as essential fish habitat in the Pacific Coast Groundfish Fishery Management Plan for the California, Oregon, and Washington Groundfish Fishery. The Fishery Management Plan manages 85 species over a large and ecologically diverse area

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

extending from the Pacific coast border with Mexico to the Pacific coast border between Washington and Canada (PFMC 2016).

Potential impacts resulting from construction of the project are expected to be minimal and temporary. During construction activities, it is anticipated that individuals of pelagic or groundfish species that occur in the adjacent nearshore vicinity of the project site would not be affected by construction activities or have to relocate to another area of open water or other shallow water habitat to avoid any disturbances caused by construction activities. No adverse effects are expected from construction activities that could impact recruitment or populations of the protected species within the Laguna Beach SMR or impact nighttime spawning runs of California grunion (*Leuresthes tenuis*) (if they occur in the general vicinity). A review of the current habitat data does not indicate that eelgrass is present within the vicinity of the proposed construction site, and the sandy bottom in adjacent waters does not provide substrate to support eelgrass beds. Additionally, kelp forests are located outside of the direct influence of proposed construction activities on the project site, which further reduces the potential for occurrence of managed species near the site (Appendix B). However, to avoid and minimize impacts to marine aquatic resources, implementation of MM-BIO-2 will require nighttime construction activities to be avoided from March through August. Therefore, with the incorporation of mitigation, impacts associated with essential fish habitat would be less than significant.

MM-BIO-2 The City of Laguna Beach shall ensure that any nighttime construction activities associated with the ocean outfall occur outside of the grunion spawning season (generally March through August). If nighttime construction during this time is deemed by the City of Laguna Beach to be unavoidable, an intertidal grunion survey shall be conducted prior to construction activities to ensure that grunions do not use the area immediately surrounding the project site to spawn. If grunion and spawning activities are identified in the immediate area, nighttime construction activities related to the ocean outfall shall be conducted outside of the grunion spawning season.

- 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 California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less-Than-Significant Impact. Vegetation communities and land covers were classified according to the Orange County Habitat Classification System (Gray and Bramlet 1992). Table 5 summarizes the extent of vegetation communities and land covers within the study

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

area. Appendix A, Figure 3 in the Biological Resources Letter Report (Appendix B) includes a map of vegetation communities and land covers. Vegetation communities and land covers identified in the study area include southern coastal bluff scrub, beach (sand), rocky shore and intertidal zone, ornamental plantings, and urban and commercial areas (Table 5).

Table 5
Summary of Vegetation Communities and Land Covers

Vegetation Community/Land Cover	Study Area (Acres)
<i>Scrub Habitats</i>	
Southern Coastal Bluff Scrub	0.03
<i>Marine and Coastal Habitats</i>	
Beach (Sand)	0.41
Rocky Shore and Intertidal Zone	0.03
<i>Developed Areas</i>	
Ornamental Plantings	0.15
Urban and Commercial Mapping Unit	0.47
Total	1.19

Source: Appendix B

The proposed project would consist of the reconstruction of the Bluebird Canyon outfall structure to prevent sand from entering the diversion structure and provide a structure to access the interior of the outlet structure. The proposed improvements would occur in the same footprint as the existing structure and would result in direct, temporary impacts to 0.01 acres of beach (sand), 0.02 acres of urban and commercial, and less than 0.001 acres of ornamental land covers. Based on a site-specific assessment, the vegetation communities and land covers on site are not sensitive or considered very high value habitat, high value habitat, or moderate value habitat according to the City's General Plan (City of Laguna Beach 2012a). When project construction is complete, the new and reconstructed structures would be within the original footprint and would continue their original functions. Therefore, impacts associated with riparian or sensitive vegetation communities would be less than significant.

- 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?*

Less-Than-Significant Impact With Mitigation Incorporated. The study area was analyzed to determine the presence and distribution of jurisdictional aquatic resources and

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

significant drainage courses, as defined by the City's General Plan. Results of the formal jurisdictional delineation conducted throughout the study area identified one underground drainage feature: the Bluebird Canyon culvert and the Pacific Ocean. In addition, no significant drainage course as identified in the City's General Plan occurs within the study area (Appendix B). As a result, the project site does not contain drainage features that would be regulated under the jurisdiction of ACOE, the Regional Water Quality Control Board, CDFW, or the California Coastal Commission. The mean high tide line of the Pacific Ocean was mapped at 8 feet, which occurs outside the project site but within the study area. Approximately 0.13 acres within the study area are ACOE jurisdictional. The study area does not support any Regional Water Quality Control Board or CDFW jurisdictional lake or streambed habitat. Additionally, no jurisdictional wetland or waters of the United States would be impacted by the proposed project (Appendix B).

Implementation of the proposed project would help to reduce the sand and debris accumulation at the diversion structure, and, thus, improve water quality at the beach. Further, the project would be subject to typical restrictions (e.g., best management practices [BMPs]) and requirements that address erosion and stormwater runoff, including those of the Clean Water Act and the National Pollutant Discharge Elimination System (NPDES) permit. Nonetheless, given that approximately 0.13 acres of the study area are ACOE jurisdictional, final determinations of jurisdictional extents cannot be made until the resource agencies have verified the findings of this investigation. Therefore, MM-BIO-3 would be required to ensure that the project does not adversely affect federally protected wetlands and waters, and if it does, to ensure that the appropriate level of compensatory mitigation is provided to offset such impacts. Therefore, with the incorporation of mitigation, impacts associated with state or federally protected wetlands would be less than significant.

MM-BIO-3 Prior to commencing construction of the project, the applicant shall consult with the U.S. Army Corps of Engineers (ACOE). The applicant shall coordinate with this agency to acquire the appropriate permits and approvals (i.e., Section 404 permit [ACOE]) to address potential temporary and/or permanent impacts to jurisdictional waters if it is deemed required by is agency. Compensatory mitigation for temporary impacts, if required, shall be implemented as mutually agreed upon by the resource agencies and the City of Laguna Beach. Evidence of this coordination and permitting efforts shall be kept on file at the City of Laguna Beach.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- 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. Wildlife corridors are linear features that connect large patches of natural open space and provide avenues for the migration of animals. Habitat linkages are small patches that join larger blocks of habitat and help reduce the adverse effects of habitat fragmentation; they may be continuous habitat or discrete habitat islands that function as stepping stones for wildlife dispersal. Due to the limited size and constrained limits of the habitat on site, the project site has very low potential to facilitate wildlife movement or function as a habitat linkage. Therefore, impacts associated with wildlife movements and nursery sites would be less than significant.

- 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. Policies and guidance for resource planning in the City are provided by the City's General Plan Open Space and Conservation Element (City of Laguna Beach 2006), which also serves as the City's certified Local Coastal Program pursuant to the 1976 California Coastal Act. According to the Open Space and Conservation Element, the project site is not located within a very high value habitat, high value habitat, or moderate value habitat or environmentally sensitive area (City of Laguna Beach 2006).

The project site occurs just outside of one of the 124 Southern California marine protected areas. The Laguna Beach SMR encompasses 5.2 miles of shoreline habitat and 6.33 square miles of protected ocean. The Laguna Beach SMR protects resources by prohibiting the recreational and/or commercial take of all marine resources (i.e., injure, damage, or possess any living, geological, or cultural marine resource) (Appendix B). Additionally, the project site at the existing Bluebird Canyon outfall and diversion structure is one of the "local outfall" discharge locations identified on the City's Water Quality Environmental Sensitive Area Map (City of Laguna Beach 2003). The portion of the project site occurring parallel to the coast occurs within the 200-foot buffer of the Pacific Ocean water quality environmental sensitive area.

The project site is located more than 2 miles from the Orange County Central and Coastal Natural Community Conservation Plan habitat reserve, which contains 32,818 acres of intact natural habitat. This reserve consists of large blocks of intact natural vegetation communities providing habitat, wildlife corridors, and habitat linkages for a range of species (Appendix B).

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Based on the site-specific assessment (Appendix B), none of the vegetation communities or land covers on the project site are sensitive or considered very high value habitat, high value habitat, or moderate value habitat according to the General Plan Open Space and Conservation Element (City of Laguna Beach 2006). No special-status plant or wildlife species would be significantly impacted by the project.

Potential impacts resulting from construction of the project to the managed fish species occurring in the nearshore coastal habitat are expected to be minimal and temporary. It is anticipated that individuals of managed pelagic or groundfish species that occur in the adjacent nearshore vicinity of the project site would not be affected by construction activities or have to relocate to another area of open water or other shallow water habitat to avoid any disturbances caused by construction activities. No adverse effects are expected from construction activities that would impact recruitment or populations of the protected species within the Laguna Beach SMR, or affect nighttime spawning runs of California grunion (if they occur in the general vicinity). A review of the current habitat data does not indicate that eelgrass is present within the vicinity of the project site, and kelp forests are located outside the direct influence of proposed construction activities on the project site, which further reduces the potential for occurrence of managed species near the site (Appendix B).

Additionally, the project site is not located within Environmentally Sensitive Habitat, as defined by the Coastal Act Section 3017.5, an area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. As shown on Table 5, the project site does not contain vegetation communities or land covers that are considered sensitive. As described in Section 3.3(a), based on the species ranges, and vegetation communities/land covers (e.g., developed, ornamental, and beach) and urban pressures present on the project site, there is little to no potential for special-status plants or wildlife to occur. Further, the City's Local Coast Permit, which was certified by the California Coastal Commission in 1993, does not designate the project site as an environmentally sensitive area.

Based on the previous discussion, impacts associated with local policies or ordinances protecting biological resources would be less than significant.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

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

No Impact. The project site is located more than 2 miles from the Orange County Central and Coastal Natural Community Conservation Plan habitat reserve (BLM 2016). Therefore, no impacts associated with an adopted conservation plan would occur.

3.4 Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following analysis is based, in part, on the May 2017 Cultural Resources Letter Report prepared by Dudek and included as Appendix C of 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. On May 24, 2016, Dudek requested a California Historical Resources Information System (CHRIS) records search at the South Coast Central Information Center (SCCIC), located on the campus of California State University, Fullerton. The SCCIC results (from June 9, 2016) included mapped prehistoric, historical, and built-environment resources; Department of Parks and Recreation site records; technical reports; archival resources; and ethnographic references. Additional consulted sources included the National Register of Historic Places; the California Register of Historical Resources (CRHR); the California Historic Property Data File; the lists of California State Historical Landmarks, California Points of Historical Interest, and the Archaeological Determinations of Eligibility; and historical maps of the project site. An intensive pedestrian survey of the project area was conducted on July 13, 2016, in conjunction with the records search (see Appendix C).

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (CCR Section 21084.1). A historical resource is a resource listed in, or determined to be eligible for listing, in the CRHR (Section 21084.1); a resource included in a local register of historical resources (CCR Section 15064.5[a][2]); or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (CCR Section 15064.5[a][3]).

According to PRC Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains “substantial integrity,” and (ii) meets at least one of the following criteria:

1. is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. is associated with the lives of persons important in our past;
3. embodies the distinctive characteristics of a type, period, region or method of installation, or represents the work of an important creative individual, or possesses high artistic values; or
4. has yielded, or may be likely to yield, information important in prehistory or history.

Even if a resource is not listed on, or determined eligible for listing on, the CRHR, the lead agency may consider the resource to be an “historical resource” for the purposes of CEQA provided that the lead agency determination is supported by substantial evidence (14 CCR 15064.5). As such, in addition to CEQA, the project site was also evaluated for significance under the City’s Historic Preservation Ordinance (Chapter 25.45 of the City’s Municipal Code).

According to the CEQA Guidelines, a project with an effect that may cause a substantial adverse change in the significance of a historical resource or a unique archaeological resource is a project that may have a significant effect on the environment (14 CCR 15064.5[b]). CEQA further states that a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. Actions that would materially impair the significance of a historical resource are any actions that would demolish or adversely alter those physical characteristics of a historical resource that convey its significance and qualify it for inclusion in the CRHR or in a local register or survey that meet the requirements of PRC Sections 5020.1(k) and 5024.1(g).

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

As a part of the intensive pedestrian survey, one newly identified resource (Dudek-S-001) was recorded within the project boundary. Dudek-S-001 is the existing Bluebird Canyon outfall and diversion structure. Built in 1968, the resource consists of an 84-inch-diameter reinforced concrete pipe that collects stormwater from 402 acres of urban drainage surface water and discharges to the Pacific Ocean. Visible portions of the outfall structure include the concrete pipe and the trapezoid-shaped concrete outfall headwall protruding from the sand. The headwall is a simple, utilitarian type from the 1960s, seen in variations throughout the United States. The headwall features flush wing walls and exhibits no ornamentation or remarkable engineering techniques worthy of preservation. Further, the outfall's headwall is in poor condition, as evidenced by extensive cracking in the concrete. Some portions of the headwall are so badly damaged that they leave only the steel rebar structure behind. The outfall is no longer being used and a wooden plank is blocking its opening (Appendix C).

Although the structure was not formally evaluated, the outfall's lack of integrity and lack of significant engineering/design qualities make it appear ineligible under all national, state, and local designation criteria. As such, it does not appear to be a historical resource under CEQA. Therefore, impacts associated with historic resources would be less than significant.

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

Less-Than-Significant Impact With Mitigation Incorporated. The records search from the SCCIC indicated that eight previous cultural resources technical investigations have been conducted and 14 cultural resources have been recorded within 1 mile of the project site. One of these previous studies overlap with the project area, and no recorded cultural resources have been recorded within the project area (Appendix C).

Dudek contacted the Native American Heritage Commission (NAHC) on June 6, 2016, and requested a review of its Sacred Lands File. The NAHC replied via email on July 14, 2016, stating that the Sacred Lands File search was completed with negative results. Because the Sacred Lands File search does not include an exhaustive list of Native American cultural resources, the NAHC suggested contacting Native American individuals and tribal organizations that may have direct knowledge of cultural resources in or near the project site. The NAHC provided a list of 19 Native American groups and individuals who may have knowledge of cultural resources in the project area. On July 22, 2016, Dudek mailed letters to all individuals listed on the NAHC's contact list. To date, two responses have been received. One response, from a representative of the Agua Caliente Band of

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Mission Indians, stated that the area was not within their territory and they deferred to local tribes. A second response from the Viejas Band of Kumeyaay Indians stated that they were not aware of any cultural resources within the project area.

No archeological resources were identified within the project site. The project site is located on a heavily used beachfront in the Laguna Beach area. No archaeological resources were identified within the project site as a result of the CHRIS records search or Native American outreach. In consideration of the negative results of the CHRIS records search and the NAHC Sacred Lands File search, there is a low potential for buried, unrecorded cultural resources to be encountered on the project site during construction activities. However, it is always possible that intact archaeological deposits are present at subsurface levels. For this reason, the project site should be treated as potentially sensitive for archaeological resources. Therefore, MM-CUL-1 is recommended to reduce potential impacts to unanticipated archaeological resources to less than significant.

MM-CUL-1 If archaeological resources (sites, features, or artifacts) are exposed during construction activities for the proposed project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards can evaluate the significance of the find and determine whether or not additional study is warranted. Depending on the significance of the find under the California Environmental Quality Act (CEQA) (14 California Code of Regulations Section 15064.5[f]; California Public Resources Code Section 21082), the archaeologist may simply record the find and allow work to continue. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan and data recovery, may be warranted.

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

Less-Than-Significant Impact. No known cemeteries or burial grounds are located within the project site, and given the site's low-lying, ocean-adjacent location, it is unlikely that a currently unrecorded burial ground occurs within the project site. The project site has been previously developed, and soil underlying the site have been heavily disturbed. Thus, ground-disturbing activities associated with construction of the proposed project are unlikely to encounter human remains.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

However, if skeletal remains are uncovered during construction activities, California Health and Safety Code Section 7050.5 states that no further disturbance may occur until the county coroner makes a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the county coroner would notify the NAHC, which would notify a most likely descendant. The most likely descendant would complete inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials, subject to City approval. Therefore, based on compliance with state regulatory requirements, impacts associated with the discovery of human remains would be less than significant.

3.5 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V. Energy – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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?*

Construction

Less-Than-Significant Impact. Construction of the project would require the use of electric power for as-necessary lighting and electronic equipment. The amount of electricity used during construction would be minimal because typical energy demand stems from the use of electrically powered equipment. This electricity demand would be temporary and would cease upon completion of construction; therefore, the project would not adversely impact the available electricity supply. During construction, natural gas would typically not be consumed on the project site. The majority of the energy used during construction would be from petroleum.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Petroleum would be consumed throughout construction of the project. Fuel consumed by construction equipment would be the primary energy resource expended over the course of construction, and vehicle miles traveled (VMT) associated with the transportation of construction materials and construction worker commutes also would result in petroleum consumption. However, the project would be required to comply with CARB's Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to 5 minutes. Additionally, the petroleum used during construction would be temporary and minimal, and would not be wasteful or inefficient. Therefore, short-term construction impacts associated with energy consumption would be less than significant.

Long-Term Operational Impacts

Less-Than-Significant Impact. The project involves replacement of existing stormwater outfall and diversion infrastructure. Under the existing condition, the existing Bluebird Canyon outfall and diversion structure does not require electricity or natural gas to operate. Minimal energy may be utilized due to operational trips associated with maintenance. The project would result in similar operations and similar energy demand as under existing conditions. Therefore, the project would have a less-than-significant impact upon energy consumption.

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

No Impact. As discussed in Section 3.6(a), the project would not result in wasteful, inefficient, and unnecessary consumption of energy during construction or operation. During construction, the project would comply with CARB's Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to 5 minutes. Additionally, energy use during construction would be minimal and temporary. The project would result in similar operations and similar energy demand as under existing conditions. Therefore, no impacts associated with the potential of the project to conflict with a state or local renewable energy or energy efficiency plan would occur.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

3.6 Geology and Soils

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

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.*

No Impact. According to the California Department of Conservation's Earthquake Zone maps, the project site is not located within an earthquake fault zone. No known faults underlie the project site, and the site is not located in an Alquist-Priolo Earthquake Fault Zone (CDC 1998). In addition, per the City's General Plan Safety Element, no active or potentially active faults are located in the project area (City of Laguna Beach 1995). Two major inactive fault systems, the Laguna Canyon Fault and the Temple Hills Fault, traverse the City. It is unlikely that these faults will experience activity because there is no record of faulting in the geologic record of the last 11,000 years (City of Laguna Beach 1995). Therefore, no impacts associated with fault rupture would occur.

ii) *Strong seismic ground shaking?*

Less-Than-Significant Impact. Like other projects located in the seismically active Southern California region, the project would likely experience shaking effects from surrounding faults during seismic events. However, the project site is not within any Alquist-Priolo Earthquake Fault Rupture Hazard Zone (CDC 1998), and the site would not be affected by ground shaking more than any other area in the seismically active region. In addition, the project would be designed in accordance with all applicable design provisions set forth by applicable International Building Code (IBC) requirements and other relevant industry standards that dictate specifications to ensure that facilities would be able to withstand specified seismic forces. Therefore, impacts associated with strong seismic ground shaking would be less than significant.

iii) *Seismic-related ground failure, including liquefaction?*

Less-Than-Significant Impact. According to the Seismic Hazards Zone Map for the Laguna Beach 7.5-Minute Quadrangle, the project area is susceptible to seismically induced liquefaction (CDC 1998). Modern beach deposits are typically

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

loose, saturated sand, so they are included in liquefaction hazard zones. In addition, the City's General Plan Safety Element states that liquefaction potential in the City is based on the association of alluvial areas with shallow or potentially shallow groundwater depths (City of Laguna Beach 1995).

However, the project would be designed in accordance with all applicable design provisions set forth by applicable IBC requirements and other relevant industry standards that dictate specifications to ensure that facilities would be able to withstand specified soil characteristics, including liquefaction and other seismic-related ground failure. Therefore, impacts associated with liquefaction and seismic-related ground failure would be less than significant.

iv) *Landslides?*

Less-Than-Significant Impact. The headwall portion of the project site lies adjacent to the bottom of a sloped access road that leads to Bluebird Beach. However, the slope is developed, and the project site lacks any other immediately adjacent natural topographic features such as riverbanks that are typically susceptible to landslides. In addition, according to the Seismic Hazards Zone Map for the Laguna Beach 7.5-Minute Quadrangle, the project area is not located within an earthquake-induced landslide zone (CDC 1998). Therefore, impacts associated with landslides would be less than significant.

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

Less-Than-Significant Impact. Excavation would occur during project construction for the new headwall and intermediate wall. Soils underlying the area may be temporarily exposed, increasing the potential for erosion. To minimize the potential for erosion by wind or water during construction, the project would be subject to the typical restrictions (e.g., BMPs) and requirements that address erosion and runoff, including those of the Clean Water Act and NPDES permit. Construction BMPs would be implemented, as necessary, and may include stormwater and sediment source control, as well as treatment control BMPs. The final list of BMPs to be implemented would be determined by the project engineer in conjunction with the construction contractor, and would be employed to address erosion, siltation, stormwater, drainage, and water quality issues.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Once the project is operational, the project site would return to conditions similar to those prior to construction activities. Therefore, impacts associated with soil erosion would be less than significant.

- 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. As previously discussed in Section 3.6(a)(iii), although the broader project area may be susceptible to certain soil instability, the project would be designed in accordance with all applicable design provisions set forth by applicable IBC requirements and other relevant industry standards that dictate specifications to ensure that facilities would be able to withstand structural stresses brought forth by the various soil and geologic characteristics that may affect the project area. Therefore, impacts associated with unstable soils and geologic units would be less than significant.

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

Less-Than-Significant Impact. According to the Jurisdictional Delineation Report for the Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project (Appendix F of Appendix B), the portion of the project site where construction would occur is located on one soil association: Beaches (115). According to the U.S. Department of Agriculture Natural Resources Conservation Service's Soil Survey of Orange County and Western Part of Riverside County, California (Wachtell 1978), the classification is also Beaches (115). Although not part of a typical soil series, the beaches mapping unit consists of sandy, gravelly, or cobbly coastal shores affected by tidal action. This mapping unit supports little to no vegetation and has a high erosion potential. Additionally, according to the Hydric Soils List of California (USDA-NRCS 2012), Beaches (115) is listed as hydric.

Soils at the project site have supported the existing structure on site for decades. To date, damage to on-site infrastructure as a result of expansive soils has not occurred. Therefore, impacts related to expansive soils would not likely occur. In addition, the project would be designed in accordance with all applicable design provisions set forth by applicable IBC requirements and other relevant industry standards that dictate specifications to ensure that facilities are able to withstand structural stresses brought forth by expansive soils. Therefore, impacts associated with expansive soils would be less than significant.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- 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 project would not include the use of septic tanks or other alternative wastewater disposal system. Therefore, no impact associated with septic tanks would occur.

- c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less-Than-Significant Impact with Mitigation Incorporated. The project site is located between 1585 South Coast Highway and 1601 South Coast Highway in Laguna Beach in southern Orange County, California. The project site is located at the mouth of Bluebird Canyon along the coastline. The mapped geology includes active beach deposits, with outcrops of the San Onofre Breccia visible in the cliff face adjacent to the existing pipe (Morton and Miller 2006). According to the records search results obtained from the Natural History Museum of Los Angeles County (LACM), the San Onofre Breccia is unlikely to yield significant paleontological resources (McLeod 2016). Due to the coarse-grained nature of these marine, middle Miocene sedimentary deposits, they have a low paleontological resource sensitivity according to the County of Orange Curation Guidelines (Eisentraut and Cooper 2002; Rivin and Sutton 2010).

However, the marine middle Miocene Topanga Formation is exposed in an outcrop north of the project site, and may occur at depth below the San Onofre Breccia within the project site. The closest fossil locality within the Topanga Formation is located northeast of the project site at the head of Rim Rock Canyon, south of Temple Hill Drive (LACM 4007). This locality yielded a specimen of fossil sea cow (Dugongidae) (McLeod 2016). A locality farther north and east on the western side of Aliso Creek yielded a specimen of the extinct, semi-aquatic marine mammal *Desmostylus* (LACM 3222) (McLeod 2016).

No paleontological resources were identified within the project site as a result of the institutional records search and desktop geological review (Appendix C). It is not anticipated that paleontological resources will be impacted, given the limited construction excavation associated with the proposed project. However, intact paleontological resources may be encountered at depth. Given the proximity of past fossil discoveries in the area and the underlying paleontologically sensitive deposits, the project site has the potential to yield scientifically significant paleontological resources. In the event that intact paleontological resources are located on the project site, ground-disturbing activities associated with

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

construction of the proposed project, such as grading during site preparation, have the potential to destroy a unique paleontological resource or site. Without mitigation, the potential damage to paleontological resources during construction would be a potentially significant impact. However, upon implementation of MM-GEO-1, impacts would be reduced to below a level of significance. Therefore, MM-GEO-1 is recommended to reduce potential impacts to unanticipated paleontological resources to less than significant.

MM-GEO-1 Prior to commencement of any grading activity on site, the applicant shall retain a qualified paleontologist subject to the review and approval of the City of Laguna Beach's Building Official or designee. The qualified paleontologist shall attend the pre-construction meeting and be on site during all rough grading and other significant ground-disturbing activities in previously undisturbed Topanga Formation, if encountered. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontology monitor shall temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery shall be roped off within a 50-foot-radius buffer. Once documentation and collection of the find are completed, the monitor shall remove the rope and allow grading to recommence in the area of the find. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the proposed project. The PRIMP shall be consistent with the guidelines of the Society of Vertebrate Paleontology (SVP 2010).

3.7 Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

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

Less-Than-Significant Impact. Climate change refers to any significant change in measures of climate, such as temperature, precipitation, or wind patterns, lasting for an extended period of time (decades or longer). The Earth's temperature depends on the balance between energy entering and leaving the planet's system, and many factors (natural and human) can cause changes in Earth's energy balance. The greenhouse effect is the trapping and build-up of heat in the atmosphere (troposphere) near the Earth's surface. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional GHGs to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

A GHG is any gas that absorbs infrared radiation in the atmosphere; in other words, GHGs trap heat in the atmosphere. As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride (see also 14 CCR 15364.5). The three GHGs evaluated herein are CO₂, CH₄, and N₂O.

Gases in the atmosphere can contribute to climate change both directly and indirectly.⁴ The Intergovernmental Panel on Climate Change developed the global warming potential concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO₂; therefore, emissions weighted for global warming potential are measured in metric tons (MT) of CO₂ equivalent (CO₂e). Consistent with CalEEMod Version 2016.3.2, this GHG emissions analysis assumed the global warming potential for CH₄ is 25 (emissions of 1 MT of CH₄ are equivalent to emissions of 25 MT of CO₂), and the

⁴ Direct impacts occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2017).

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

global warming potential for N₂O is 298, based on the Intergovernmental Panel on Climate Change's Fourth Assessment Report (IPCC 2007).

As discussed in Section 3.2, Air Quality, the project is located within the jurisdictional boundaries of the SCAQMD. In October 2008, the SCAQMD proposed recommended numeric CEQA significance thresholds for GHG emissions for lead agencies to use in assessing GHG impacts of residential and commercial development projects, as presented in its Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold (SCAQMD 2008). This document, which builds on the previous guidance prepared by the California Air Pollution Control Officers Association, explored various approaches for establishing a significance threshold for GHG emissions. The draft interim CEQA thresholds guidance document was not adopted or approved. However, in December 2008, the SCAQMD adopted an interim 10,000 MT CO_{2e} per-year screening-level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency (see SCAQMD Resolution No. 08-35, December 5, 2008). The SCAQMD formed a GHG CEQA Significance Threshold Working Group to work with SCAQMD staff to develop GHG CEQA significance thresholds to use while waiting for statewide significance thresholds or guidelines to be established. From December 2008 to September 2010, the SCAQMD hosted working group meetings and revised the draft threshold proposal several times, although it did not officially provide these proposals in a subsequent document. The SCAQMD has continued to consider adoption of significance thresholds for residential and general land use development projects. The most recent proposal, issued in September 2010, uses the following tiered approach to evaluate potential GHG impacts from various uses (SCAQMD 2010):

- Tier 1.** Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2.** Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearing and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3.** Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO_{2e} per-year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO_{2e} per year), commercial projects

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

(1,400 MT CO₂e per year), and mixed-use projects (3,000 MT CO₂e per year). Under option 2, a single numerical screening threshold of 3,000 MT CO₂e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4. Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of Assembly Bill (AB) 32 to reduce statewide GHG emissions to 1990 levels by 2020. The 2020 efficiency targets are 4.8 MT CO₂e per-service population for project-level analyses and 6.6 MT CO₂e per-service population for plan-level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5. Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

Section 15064.7(c) of the CEQA Guidelines specifies that “[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.” The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, establish specific thresholds of significance, or mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency’s discretion to determine the appropriate methodologies and thresholds of significance that are consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009).

To determine the project’s potential to generate GHG emissions that would have a significant impact on the environment, the project’s GHG emissions were compared to the non-industrial land-use-type quantitative threshold of 3,000 MT CO₂e per year. Although the project site could be categorized as an industrial land use, the 10,000 MT CO₂e per year threshold is typically applied to projects that include operation of stationary sources that require permits from the SCAQMD. Because the project does not include stationary sources of emissions subject to SCAQMD permitting requirements, the 3,000 MT CO₂e per year threshold, which was identified under Tier 3 Option 1 for mixed-use projects and Option 2 for all non-industrial projects, was conservatively applied herein. Per the SCAQMD guidance, construction emissions should be amortized

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

over the operational life of the project, which is assumed to be 30 years (SCAQMD 2008). Thus, this impact analysis compares estimated operational emissions plus amortized construction emissions to the proposed SCAQMD threshold of 1,400 MT CO₂e per year.

Construction Emissions

Construction of the project would result in GHG emissions primarily associated with the use of off-road construction equipment, on-road trucks, and worker vehicles. A depiction of expected construction schedules (including information regarding phasing, equipment used during each phase, truck trips, and worker vehicle trips) assumed for the purposes of emissions estimation is provided in Table 1 and Appendix A. On-site sources of GHG emissions would include off-road equipment, and off-site sources would include trucks and worker vehicles. Table 6 presents construction GHG emissions for the project from on-site and off-site emissions sources.

Table 6
Estimated Annual Construction GHG Emissions

Year ¹	CO ₂	CH ₄	N ₂ O	CO ₂ e
	<i>Metric Tons per Year</i>			
2018	27.41	0.01	0.00	27.52
2019	2.89	0.01	0.00	2.90
Total	30.3	0.02	0.00	30.42
Amortized Over 30 Years				1.01

Source: See Appendix A for complete results.

GHG = greenhouse gas; CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent

¹ It was assumed that construction of the project would commence in October 2018 and would last approximately 4 months, ending in January 2019. This construction start date has since been pushed back. However, for the purposes of air emissions impact analysis, assuming an earlier start date for project construction represents the worst-case scenario for criteria air pollutant emissions, because equipment and vehicle emission factors for later years would be less due to more stringent standards for off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles.

As shown in Table 6, the estimated total GHG emissions would be approximately 28 MT CO₂e and 3 MT CO₂e respectively. Amortized over 30 years, construction GHG emissions would be approximately 1 MT CO₂e per year, which would not exceed the recommended SCAQMD threshold of 3,000 MT CO₂e per year. Therefore, in relation to the generation of GHGs, the project's impact would be less than significant. In addition, as with project-generated construction criteria air pollutant emissions, GHG emissions generated during proposed construction activities would be short term, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

As discussed previously, the proposed project would not entail any operational activity and would not produce operational emissions.

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 City adopted a Climate Protection Action Plan in April 2009. The Climate Protection Action Plan's scope includes reduction measures and objectives for energy and water conservation, and transportation and land use policies to reduce GHG emissions (City of Laguna Beach 2009). However, the Climate Protection Action Plan is not a qualified climate action plan under CEQA, and cannot be used by individual projects to tier from. Regardless, the project would be consistent with the Climate Protection Action Plan's goals regarding sustainable construction by minimizing construction waste and recycling construction materials to the extent feasible.

At the state level, the CARB Scoping Plan, approved by CARB in 2008 and updated in 2014 and 2017, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs (CARB 2017b). The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations. Additionally, since the proposed project would not include any operational activity or operational emissions sources, consistency with CARB's Scoping Plan would not be applicable for the proposed project.

Based on the above considerations, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, and no mitigation is required; thus, this impact would be less than significant.

3.8 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site that 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Expose people or structures to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Short-Term Construction Impacts

Less-Than-Significant Impact with Mitigation Incorporated. During construction of the project, potentially hazardous materials would likely be handled on the project site. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment. Handling of these potentially hazardous materials would be temporary and would coincide with the short-term construction phase of the project. Consistent with federal, state, and local requirements, removal and disposal of hazardous materials from the project site would be conducted by a permitted and licensed service provider. Any handling, transport, use, or disposal of hazardous materials must comply with all relevant federal, state, and local agencies and regulations, including the U.S. Environmental Protection Agency, the California Department of Toxic Substances Control, the California Occupational Safety and Health Administration, the California Department of Transportation (Caltrans), the

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Resource Conservation and Recovery Act, the Orange County Environmental Health Division, and the Orange County Fire Authority.

Nonetheless, MM-HAZ-1 would be required to further reduce risks associated with construction equipment and staging areas. Therefore, with the incorporation of mitigation, short-term impacts associated routine transport, use, and disposal of hazardous materials would be less than significant.

MM-HAZ-1 Prior to construction activities, the City of Laguna Beach shall include the following instructions to its construction contractor on all project plans:

- The construction contractor shall remove equipment and construction material before and during inclement weather.
- No storage of fuel or other hazardous materials shall be stored in staging areas.
- Construction equipment shall be inspected daily for leakage. Leaking equipment shall not be allowed to remain on site and shall be removed from the project site immediately. Leaking equipment shall not be repaired on the project site and shall only be repaired at a permitted off-site facility before being returned to the site.

Long-Term Operational Impacts

Less-Than-Significant Impact. Once operational, the project would involve minimal hazardous materials used during operations and maintenance activities. The handling, transport, and use of hazardous materials would comply with all applicable federal, state, and local regulations to reduce the opportunity for the creation of hazards to humans and the environment. In addition, as required by the U.S. Occupational Safety and Health Administration, all hazardous materials stored on site would be accompanied by a Material Safety Data Sheet, which would inform on-site personnel of the necessary remediation procedures in the case of accidental release. Therefore, long-term construction impacts associated with the routine transport, use, and disposal of hazardous materials would be less than significant.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- 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 with Mitigation Incorporated. Refer to Section 3.7(a).

- 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. Land uses and activities typically associated with hazardous emissions or handling of hazardous or acutely hazardous materials, substances, or waste include heavy commercial, manufacturing, research, and industrial uses. Once operational, the project would continue as a storm drainage facility that would not emit hazardous emissions or materials.

Elite Finishing School (1540 South Coast Highway, Suite 206) is the closest school in the project vicinity, located approximately 0.08 miles north of the project site. Although, the project site is located within the 0.25-mile radius of this school, the project would not emit hazardous emissions. Therefore, impacts associated with emitting or handling hazardous emissions or materials within 0.25 miles of a school would be less than significant.

- d) *Would the project be located on a site that 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?*

No Impact. The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the state, local agencies, and developers to comply with the CEQA requirements of providing information about the locations of hazardous materials release sites. California Government Code Section 65962.5 requires the California Environmental Protection Agency to develop, at least annually, an updated Cortese List. The Department of Toxic Substances Control is responsible for a portion of the information contained in the Cortese List. Other state and local government agencies are required to provide additional hazardous materials release information for the Cortese List.

The GeoTracker database and the California Department of Toxic Substances Control EnviroStor database were reviewed to determine the location, type, and cleanup status of sites within 0.5 miles of the project site (DTSC 2007; SWRCB 2015). GeoTracker contains sites that require groundwater cleanup (leaking underground storage tanks, Department of

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Defense, and site cleanup programs) and permitted facilities that could impact groundwater (irrigated lands, oil and gas production, operating underground storage tanks, and land disposal sites). The EnviroStor database includes the following site types: federal superfund sites (national priorities list); state response sites, including military facilities and state superfund sites; voluntary cleanup sites; and school sites. Six leaking underground storage tank cleanup sites are located within 0.5 miles of the project site, all of which are closed. The EnviroStor database identified no cleanup and/or permitted sites within the 0.5-mile radius of the project site.

Based on online search of hazardous materials sites, the project site was not identified on the Cortese List or any other list of hazardous materials sites. Therefore, no impacts associated with inclusion on the Cortese List would occur.

- e) ***Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less-Than-Significant Impact with Mitigation Incorporated. As discussed in Section 3.16(a), a construction management plan (CMP) is being prepared to address impacts to local vehicular circulation as a result of temporary lane closure and associated detours that may be intermittently required during certain construction activities. Implementation of the CMP, which is required under MM-TRA-1 (see Section 3.16), would minimize impacts to local circulation and help ensure that emergency responders can navigate in and around the project area with minimal disruption. Given that any lane closures would be temporary and mitigated with adherence to the CMP, any potential impacts with emergency response in the project area would be reduced to acceptable levels of significance. Therefore, with the incorporation of mitigation, impacts associated with emergency response and evacuation plans would be less than significant.

- f) ***Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

No Impact. According to the California Department of Forestry and Fire Protection (CAL FIRE) Hazard Severity Zones Map for Laguna Beach, the project site is not located in a very high fire hazard severity zone (CAL FIRE 2011). In addition, the project site is surrounded by existing development on one side, and the outfall leads out onto a beach and the Pacific Ocean on the other. Further, the project would not involve the construction of habitable structures, and therefore, would not expose people to risk of

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

loss, injury, or death associated with wildland fires. Therefore, no impacts associated with wildland fire would occur.

3.9 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in an increase in pollutant discharges to receiving waters? (Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical storm water pollutants [e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances and trash].)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in significant alteration of receiving water quality during or following construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in increased impervious surfaces and associated increased runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
g) Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Result in increased erosion downstream?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Result in an increase in any pollutant for which a downstream water body is already impaired, as listed on the Clean Water Act Section 303(d) list?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Exacerbate already existing sensitive conditions to downstream environmentally sensitive area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k) Have a potentially significant adverse impact on the surface water quality of either marine, fresh or wetland waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
l) Have a potentially significant adverse impact on ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
m) Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives, policies or degradation of beneficial uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
n) Impact aquatic, wetland or riparian habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
o) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
p) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
q) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
q) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
r) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
s) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
t) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- a) *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Short-Term Construction Impacts

Less-Than-Significant Impact. Construction of the project would include earthwork activities that may generate soil erosion and could potentially result in violation of water quality standards or waste discharge requirements if appropriate BMPs are not properly incorporated during construction activities. However, the project would be subject to the typical restrictions (e.g., BMPs) and requirements that address erosion and stormwater runoff, including those of the Clean Water Act and the NPDES permit. Construction BMPs would be implemented as necessary and may include stormwater control, sediment source control, and/or treatment control BMPs. The final list of BMPs to be implemented would be determined by the project engineer in conjunction with the construction contractor and would be employed to address erosion, siltation, stormwater, drainage, and water quality issues. Therefore, short-term construction impacts associated with water quality standards and waste discharge requirements would be less than significant.

Long-Term Operational Impacts

Less-Than-Significant Impact. Under the existing conditions, the water discharged at the outlet at Bluebird Beach must comply with local and state water quality standards. According to the City of Laguna Beach Sewer System Management Plan (City of Laguna Beach 2015), the City maintains diversion structures to protect receiving waters from pollution from storm drains. During dry weather, the City's 18 diversion units reroute nuisance water flows from the largest storm drains to the sanitary sewer system to be treated at the South Orange County Wastewater Authority's Coastal Treatment Plant, effectively eliminating direct discharge of untreated runoff to the ocean.

Under existing conditions, sand and sediment block the diversion structure, so the City installed a wood header as a temporary solution. The proposed project would reduce sand and debris accumulation through updating the diversion structure. As such, the Bluebird Canyon outfall would be able to divert stormwater flows to the sanitary sewer system and improve water quality on the beach. The project site does not serve as a significant groundwater recharge area. Therefore, the project would not violate any water quality standards or waste discharge requirements or substantially degrade surface or ground water quality and the project's impact would be less than significant.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- 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?*

No Impact. Under existing conditions, the project site contains impervious storm drain facilities that convey stormwater flows from upper natural channels to the ocean. The project site does not currently serve as a groundwater recharge area. In addition, aside from a limited amount of water needed during construction, no water supplies, including groundwater supplies, would be required. As such, the project would not require groundwater supplies to serve the project or interfere with groundwater recharge. Therefore, no impacts associated with groundwater recharge and sustainable groundwater management of the basin would occur.

- 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. Following implementation of the project, the diversion structure, headwall, and outfall would operate identically to the existing facilities. Thus, the existing drainage pattern would be retained following implementation of the project. In addition, the project would be subject to the typical restrictions (e.g., BMPs) and requirements that address erosion and stormwater runoff, including those of the Clean Water Act and the NPDES permit. Construction BMPs would be implemented as necessary and may include stormwater control, sediment source control, and/or treatment control BMPs. The final list of BMPs would be determined by the project engineer in conjunction with the construction contractor and would be employed to address erosion, siltation, stormwater, drainage, and water quality issues. Therefore, impacts associated with existing drainage patterns and erosion/siltation would be less than significant.

- 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. Following implementation of the project, the diversion structure, headwall, and outfall would operate identically to the existing facilities. Thus, the existing drainage pattern would be retained following implementation of the project. Further, the overarching purpose of the project is to alleviate blocked drainage issues that have

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

occurred over the past years in the existing structure, and to improve existing drainage structures that are deteriorating. As such, the project would have a beneficial effect on stormwater drainage in the project area, and would not increase the rate or amount of surface runoff in a way that would result in flooding on or off site. Therefore, impacts associated with existing drainage patterns and flooding would be less than significant.

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. Following implementation of the project, the diversion structure, headwall, and outfall would operate identical to the existing facilities. The new storm drain system has been designed and engineered to prevent ocean high tide backflow and sediment blockage of stormwater that is conveyed through the Bluebird Canyon culvert, having a beneficial effect on stormwater drainage in the project area. Therefore, impacts associated with runoff water would be less than significant.

iv) impede or redirect flood flows?

No Impact. Under existing conditions, the project site contains impervious storm drain facilities that convey stormwater flows from upper natural channels to the ocean. Following implementation of the project, the diversion structure, headwall, and outfall would operate identical to existing facilities and would encompass the same footprint. Therefore, no impacts associated with impeding or redirecting flood flows would occur.

d) Result in an increase in pollutant discharges to receiving waters? (Consider water quality parameters such as temperature, dissolved oxygen, turbidity and other typical storm water pollutants [e.g., heavy metals, pathogens, petroleum derivatives, synthetic organics, sediment, nutrients, oxygen-demanding substances and trash].)

Less-Than-Significant Impact. Refer to Section 3.8(a).

e) Result in significant alteration of receiving water quality during or following construction?

Less-Than-Significant Impact. Refer to Section 3.8(a).

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

f) Result in increased impervious surfaces and associated increased runoff?

No Impact. Under existing conditions, the project site contains impervious storm drain facilities that convey stormwater flows from upper natural channels to the ocean. Following implementation of the project, the diversion structure, headwall, and outfall would operate identical to existing facilities and would encompass the same footprint. Therefore, no impacts associated with an increase in impervious surfaces and associated increased runoff would occur.

g) Create a significant adverse environmental impact to drainage patterns due to changes in runoff flow rates or volumes?

Less-Than-Significant Impact. Refer to Section 3.8(c).

h) Result in increased erosion downstream?

Less-Than-Significant Impact. Refer to Section 3.8(c).

i) Result in an increase in any pollutant for which a downstream water body is already impaired, as listed on the Clean Water Act Section 303(d) list?

Less-Than-Significant Impact. Refer to Section 3.8(a).

j) Exacerbate already existing sensitive conditions to downstream environmentally sensitive area?

Less-Than-Significant Impact. The project site occurs just outside of one of the 124 Southern California marine protected areas. The Laguna Beach SMR encompasses 5.2 miles of shoreline habitat and 6.33 square miles of protected ocean. The Laguna Beach SMR protects resources by prohibiting the recreational and/or commercial take of all marine resources (i.e., injure, damage, or possess any living, geological, or cultural marine resource). Additionally, the project site occurs within the Bluebird Canyon watershed at one of the “local outfall” discharge locations identified on the Water Quality Environmental Sensitive Area Map (City of Laguna Beach 2003). The portion of the project site occurring parallel to the coast occurs within the 200-foot buffer of the Pacific Ocean water quality environmental sensitive area.

Based on the site-specific assessment (see Appendix B), none of the vegetation communities or land cover types on the project site are sensitive or considered very high

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

value habitat, high value habitat, or moderate value habitat according to the City's General Plan Open Space and Conservation Element (City of Laguna Beach 2006). No special-status plant or wildlife species would be significantly impacted by the project.

Potential impacts resulting from construction of the project are expected to be minimal and temporary to the managed fish species occurring in the nearshore coastal habitat. It is anticipated that individuals of managed pelagic or groundfish species that occur in the adjacent nearshore vicinity of the project site would not be affected by construction activities or have to relocate to another area of open water or other shallow water habitat to avoid any disturbances caused by construction activities. No adverse effects are expected from construction activities that would impact recruitment or populations of the protected species within the Laguna Beach SMR or affect nighttime spawning runs of California grunion (if they occur in the general vicinity). A review of the current habitat data does not indicate that eelgrass is present within the vicinity of the proposed construction site, and kelp forests are located outside of the direct influence of proposed construction activities on the project site, which further reduces the potential for occurrence of managed species near the site (Appendix B). Therefore, impacts associated with downstream environmentally sensitive areas would be less than significant.

- k) Have a potentially significant adverse impact on the surface water quality of either marine, fresh or wetland waters?*

Less-Than-Significant Impact. Refer to Section 3.8(a).

- l) Have a potentially significant adverse impact on ground water quality?*

Less-Than-Significant Impact. Refer to Sections 3.8(a) and 3.8(b).

- m) Cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives, policies or degradation of beneficial uses?*

Less-Than-Significant Impact. Refer to Section 3.8(b).

- n) Impact aquatic, wetland or riparian habitat?*

Less-Than-Significant Impact. Refer to Section 3.8(l).

- o) Would the project otherwise substantially degrade water quality?*

Less-Than-Significant Impact. Refer to Section 3.8(a).

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- p) *Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

Less-Than-Significant Impact. According to the Flood Insurance Rate Map for the project area (Flood Insurance Rate Map Panel No. 06059C0419J), the northern part of the project site, including the transition structure, is located in Flood Hazard Zone AE and is a Regulatory Floodway. The southern half, which includes the ocean outfall, is located in Flood Hazard Zone AE. Both of these zones are defined by the Federal Emergency Management Agency as susceptible to inundation by the 1% annual chance flood (i.e., located with the 100-year floodplain). In addition, the northern portion of the project site is located in a floodway area, which is defined as a channel of a stream plus any adjacent floodplain that must be kept free of encroachment so that the 1% annual chance flood can be carried out without substantial increases in flood height (FEMA 2009).

As previously discussed, the project would have a beneficial effect on stormwater drainage in the project area and would not increase the rate or amount of surface runoff in a manner that would result in flooding on or off site. Following implementation of the project, the transition structure, box culvert, and outlet would operate identically to existing facilities, and would encompass the same footprint.

No housing or other inhabitable structures would be constructed as part of the project, and compared to existing conditions, the project would not increase the need for operations or maintenance staff on site. As such, the project would not subject housing, property, residents, or employees to increased risk due to flooding. Therefore, impacts associated with placing housing within a 100-year flood hazard area would be less than significant.

- q) *Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

Less-Than-Significant Impact. Refer to Section 3.8(r).

- r) *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

Less-Than-Significant Impact. According to the Figure IX-9, Prado Dam and Santiago Reservoir Inundation Areas, from the County of Orange's General Plan Safety Element, the project site is located outside of a dam inundation area (County of Orange 2012a). However, as previously discussed, the project site does occur in an area defined by the Federal

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Emergency Management Agency as being susceptible to inundation by the 1% annual chance flood (FEMA 2009). Nonetheless, no housing or other inhabitable structures would be constructed as part of the project, and compared to existing conditions, the project would not increase the need for operations and maintenance staff to be working on site. As such, the project would not subject housing, property, residents, or employees to increased risk due to flooding. Therefore, impacts associated with exposing people or structures to a significant risk due to flooding would be less than significant.

- s) ***In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?***

Less-Than-Significant Impact. According to the Tsunami Inundation Map for Emergency Planning's Laguna Beach Quadrangle, the project site is located in a tsunami inundation area (CalEMA et al. 2009). However, no housing or other inhabitable structures would be constructed as part of the project, and compared to existing conditions, the project would not increase the need for operations and maintenance staff to be working on site. As such, the project would not subject housing, property, residents, or employees to increased risk related to release of pollutants due to tsunami. In addition, the City has taken steps to warn residents, visitors, and employees of the possibility of an impending tsunami, including monitoring the National Weather Services's Pacific Tsunami Warning Center.

In regard to seiche, because of the lack of immediately adjacent lakes, reservoirs, and hillsides, the project site would not be susceptible to this type of natural phenomena. Therefore, impacts associated with seiche or tsunami would be less than significant.

- t) ***Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

Less-Than-Significant Impact. Under the existing conditions, the water discharged at the outlet at Bluebird Beach must comply with local and state water quality standards. The existing Bluebird Canyon outfall is part of the City's storm drain system to improve water quality on the beach. Currently, sand and sediment block the diversion structure, so the City installed a wood header as a temporary solution. The proposed project would reduce sand and debris accumulation through updating the diversion structure. As a result, the proposed project would not adversely affect implementation of a water quality control plan. Additionally, the project site does not serve as a significant groundwater recharge area. Therefore, the project would not obstruct implementation of any water control plan or sustainable groundwater management plan and its impacts would be less than significant.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

3.10 Land Use and Planning

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

No Impact. The physical division of an established community typically refers to the construction of a linear feature (such as a major highway or railroad tracks) or removal of access (such as a local road or bridge) that would impair mobility within an existing community and outlying area. Under existing conditions, the Bluebird Canyon outfall and diversion structure are not used as a connection between established communities. Instead, connectivity in the surrounding area is facilitated through local roadways and pedestrian sidewalks. Therefore, no impacts associated with the physical division of an established community would occur.

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 proposed project is located in the City of Laguna Beach, and is within the City's jurisdiction. The project site is developed, and does not have a zoning designation or land use designation according to the City's Zoning Map (City of Laguna Beach 2016). As such, the proposed project would be in accordance with all applicable land use plans, policies, and regulations of agencies with jurisdiction over the project. Because no conflict with a policy or regulation would occur, the proposed project would not result in a significant environmental impact resulting from a conflict with a land use plan. Therefore, impacts would be less than significant.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

3.11 Mineral Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XI. MINERAL RESOURCES – Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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. The project would involve improving the previously developed Bluebird Canyon outfall and diversion structure, and all construction would be completed on site. The project is not identified as containing a known mineral resource in the County of Orange’s General Plan Resources Element (County of Orange 2012b). As such, there are no known mineral resources located on the project site that would be of value to the region or residents of the state. Therefore, no impacts associated with the loss of availability of a known mineral resource would occur.

- 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 discussed in Section 3.11(a), the project site has been previously developed and does not contain any mineral resources or mineral resource recovery sites, as shown in the County of Orange General Plan Resources Element (County of Orange 2012b). Additionally, there are no locally important mineral resource recovery sites noted in the City of Laguna Beach General Plan Land Use Element (City of Laguna Beach 2012b). As such, the project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. Therefore, no impacts associated with the loss of availability of a locally important mineral resource recovery site would occur.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

3.12 Noise

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XII. NOISE – Would the project result in:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Regulatory Setting

City of Laguna Beach Municipal Code

The City's Municipal Code Noise Ordinance, Chapter 7.25, Noise, is intended to control unnecessary, excessive, and annoying sounds from sources on one property to receivers on another; this is achieved by setting limits that cannot be exceeded at adjacent properties (City of Laguna Beach 2005a). Noise taking place on public roadways or resulting from rail transit or other interstate commerce is preempted by federal and state law.

Section 7.25.040, Exterior Noise Standards, of the City's Municipal Code specifies a noise level of 60 A-weighted decibels (adjusted for human hearing) (dBA) equivalent sound level (L_{eq}) during daytime hours (7 a.m. to 10 p.m.), and 50 dBA L_{eq} during nighttime hours (10 p.m. to 7 a.m.) in the Specific Plan Area, Noise Zone I (City of Laguna Beach 2005a). The nearest residences to the project site (located to the north and south of the project site) are zoned as R3 – Residential High Density.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Construction noise is addressed in Section 7.25.080 of the City's Municipal Code, which states the following (City of Laguna Beach 2005a):

- A. Weekdays. No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner which produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a peace or code enforcement officer, on any weekday except between the hours of seven-thirty a.m. and six p.m.
- B. Weekends and Holidays. No person, while engaged in construction, remodeling, grading, demolition or other related building activity, shall operate any tool, equipment or machine in a manner which produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a peace or code enforcement officer, on any weekend day or any federal holiday.
- C. No landowner, construction company owner, contractor, subcontractor, or employer shall permit or allow any person or persons working under their direction and control to operate any tool, equipment or machine in violation of the provisions of this section.
- D. Exceptions.
 - (1) The provisions of this section shall not apply to emergency construction work performed by a private party when authorized by the director of community development, building official or their designee.
 - (2) The maintenance, repair or improvement of any public work or facility by public employees, by any person or persons acting pursuant to a public works contract, or by any person or persons performing such work or pursuant to the direction of, or on behalf of, any public agency; provided, however, this exception shall not apply to the city of Laguna Beach, or its employees, contractors or agents, unless:
 - (a) The city manager or a department director determines that the maintenance, repair or Improvement is immediately necessary to maintain public services;
 - (b) The maintenance, repair or improvement is of a nature that cannot feasibly be conducted during normal business hours; or

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- (c) The city council has approved project specifications, contract provisions, or an environmental document that specifically authorizes construction during hours of the day which would otherwise be prohibited pursuant to this section.
- (3) Any construction that complies with the noise limits specified in Section 7.25.040 of this chapter.
- (4) Construction activities for certain public benefit nonprofit art organizations, specifically the Sawdust Festival, Art-A-Fair and the Laguna Art Museum, shall be permitted between the hours of seven-thirty a.m. and ten p.m. Monday through Friday, seven-thirty a.m. and eight p.m. on Saturday and Sunday.

Existing Noise Environment

Ambient noise in the project vicinity is primarily generated from traffic on the major arterial roadways in the project area, primarily South Coast Highway.

Based on a series of noise measurements conducted in 2005 as part of the update to the City of Laguna Beach General Plan Noise Element, typical noise levels in the project area range from approximately 42 to 68 dB on an instantaneous basis, and approximately 55 dBA L_{eq} on an average basis (City of Laguna Beach 2005b).

- 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?*

Short-Term Construction Impacts

Less-Than-Significant Impact with Mitigation Incorporated. Construction of the project would involve a series of construction activities, including demolition, site preparation, and construction of the new structure. It is anticipated that construction would last approximately 4 months. Equipment would include an excavator, a tractor, a loader or backhoe, concrete/industrial saws, a rubber-tired dozer, and cement and mortar mixers.

Construction activities would be limited to the City's allowable construction hours and days (i.e., between 7:30 a.m. and 6:00 p.m. Monday through Friday).

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

The project would be adjacent to commercial, residential, and transient (hotel) uses. Residential land uses exist in the immediate vicinity of the project site; the nearest residential land uses are located approximately 30 feet to the north and west.

Construction noise and vibration are temporary phenomena. Construction noise and vibration levels vary from hour to hour and day to day depending on the equipment in use, the operations being performed, and the distance between the source and receptor. The typical maximum noise levels for various pieces of construction equipment at a distance of 50 feet are presented in Table 7. Note that the equipment noise levels presented in Table 7 are maximum noise levels. Typically, construction equipment operates in alternating cycles of full power and low power, producing average noise levels less than the maximum noise level. The average sound level of construction activity also depends on the amount of time that the equipment operates and the intensity of the construction activities during that time.

Table 7
Construction Equipment Noise Levels

Equipment Type	Typical Noise Level dB(A) at 50 Feet
Backhoe	80
Dozer	85
Loader	85
Saw	76
Concrete Mixer	85

Source: FTA 2006
dBA = A-weighted decibel

The maximum noise levels at 50 feet for typical equipment would range up to 85 dBA for the type of equipment typically used for this type of project, although the hourly noise levels would vary and would be lower. Construction noise in a well-defined area typically attenuates (decreases) at approximately 6 dB per doubling of distance.

The Federal Highway Administration's Roadway Construction Noise Model (RCNM) (FHWA 2008) was used to estimate construction noise levels at the nearest occupied noise-sensitive land uses (as near as 30 feet). Although the model was funded and promulgated by the Federal Highway Administration, the RCNM is often used for non-roadway projects because the same types of construction equipment used for roadway projects are also used for other project types. Input variables for the RCNM consist of the receiver/land use type, equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of hours

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

the equipment typically works per day), and the distance from the noise-sensitive receiver. No topographical or structural shielding was assumed in the modeling of the construction work for the proposed project (see Appendix D, Noise Modeling). The RCNM has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty-cycle values were used for this noise analysis.

Using the Federal Highway Administration's RCNM construction noise model and construction information (types and number of construction equipment by phase) provided by the project engineers, the estimated noise levels from construction were calculated and are provided in Table 8. The RCNM inputs and outputs are provided in Appendix D.

Table 8
Construction Noise Model Results Summary

Construction Phase	Construction Noise at Representative Receiver Distances (L_{eq} (dBA))
	<i>Nearest Receivers (30 Feet)</i>
Site Preparation	84
Demolition	84
Facility Construction	82
Architectural Coating	79

Source: FHWA 2008.

dBA = A-weighted decibel; L_{eq} = equivalent sound level over a given period

Note: Noise levels are predicted to be higher for small equipment than large equipment because more pieces of equipment are anticipated to be operating simultaneously. The number of pieces of construction equipment working at any one time or day within the transition structure and underground rehabilitation sites would be limited by space.

As presented in Table 8, the noise levels are predicted to range from approximately 79 dBA L_{eq} to 84 dBA L_{eq} . The highest noise levels at noise-sensitive uses are predicted to occur during the site preparation and demolition phases, and the lowest noise levels would be during the architectural coating phase.

Pursuant to the City's Municipal Code, Section 7.25.080, noise from construction activity is not subject to the operational noise standards in Section 7.25.040, provided that the stated conditions are met—primarily, the condition that construction does not take place between 6:00 p.m. and 7:30 a.m. Monday through Friday, and does not take place on weekends or holidays (City of Laguna Beach 2005a). Although noise from construction would be exempt from the City's noise standard during the specified hours, resultant construction noise levels would be higher than ambient noise levels generally, would be clearly audible, and could cause annoyance. However, with implementation of MM-NOI-1, noise from project

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

construction would be reduced to the extent practicable. Therefore, with the incorporation of mitigation, short-term construction impacts associated with exposure of persons to or generation of noise levels in excess of standards would be less than significant.

MM-NOI-1 The following mitigation shall be implemented during construction of the project:

1. During construction, the construction contractor shall ensure that all internal combustion engines on construction equipment and trucks are fitted with properly maintained mufflers.
2. During construction activities, the project contractors shall be responsible for requiring the proper maintenance and tuning of all construction equipment to minimize noise emissions.
3. Stockpiling and vehicle staging areas shall be located as far away from occupied residences as possible and screened from these uses by a solid noise attenuation barrier.
4. All stationary construction equipment (e.g., air compressor, generators, impact wrenches) shall be operated as far away from residential uses as possible and shall be shielded with temporary sound barriers, sound aprons, or sound skins.
5. To the extent feasible, haul routes for removing excavated materials or delivery of aggregate materials from the site shall be designed to avoid residential areas and areas occupied by noise-sensitive receptors (e.g., hospitals, schools, and convalescent homes).
6. Idling equipment shall be turned off when not in use for periods longer than 5 minutes.
7. If feasible, the following types of construction equipment shall be used:
 - a. Electrical instead of diesel-powered equipment
 - b. Hydraulic tools instead of pneumatic tools
 - c. Electric welders powered by remote generators
8. Residences within 300 feet of work sites shall be notified of the construction schedule in writing at least 72 hours prior to construction. The contractor shall designate a noise disturbance point of contact who shall be responsible for responding to complaints regarding construction

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

noise. The point of contact shall determine the cause of the complaint and ensure that reasonable measures are implemented to correct the problem. A contact number for the noise disturbance point of contact shall be conspicuously placed on construction site fences and written into the construction notification schedule sent to nearby residences.

Long-Term Operational Impacts

No Impact. Once project demolition and construction is complete, operational activity would be limited to a nominal number of routine maintenance and emergency repair work. Regular equipment operation or vehicle trips would not be required. Runoff from the project would drain through gravity only, and no pumps or other equipment would be required to convey stormwater. Therefore, no long-term operational impacts associated with exposure of persons to or generation of noise levels in excess of standards would occur.

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

Less-Than-Significant Impact. Demolition and construction activities that might expose persons to excessive groundborne vibration or groundborne noise have the potential to cause a significant impact. Groundborne vibration information related to construction/heavy equipment activities has been collected by Caltrans. Information from Caltrans indicates that transient vibrations (such as from demolition activity) with a peak particle velocity of approximately 0.035 inches per second may be characterized as barely perceptible, and vibration levels of 0.24 inches per second may be characterized as distinctly perceptible (Caltrans 2013). The heavier pieces of construction equipment, such as large bulldozers or hoe rams, would have peak particle velocities of up to approximately 0.089 inches per second at a distance of 25 feet.

Groundborne vibration is typically attenuated over relatively short distances. At the nearest existing noise- and vibration-sensitive land uses (residences located approximately 30 feet or more away) and with the anticipated construction equipment, the peak particle velocity would be approximately 0.067 inches per second. This vibration level would be greater than the threshold of “barely perceptible” of 0.035 inches per second vibration but less than the threshold for distinctly perceptible of 0.24 inches per second (FTA 2006).

The major concern with construction (or demolition) vibration is related to building damage. Demolition vibration as a result of the project would not result in structural

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

building damage, which typically occurs at vibration levels of 0.5 inches per second or greater for buildings of reinforced-concrete, steel, or timber construction. Therefore, impacts associated with groundborne vibration would be less than significant.

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

No Impact. There are no private airstrips or airports located within the City of Laguna Beach. Therefore, the project would not be located within the vicinity of a private airstrip or an airport land use plan. No impacts would occur.

3.13 Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIII. POPULATION AND HOUSING – Would the project:				
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No Impact. The proposed project would be located entirely within a previously developed site, and no housing is being proposed as part of the project. The project also would not involve the extension or creation of any roadways. As such, the project would not induce substantial population growth in an area, either directly or indirectly, and no impact would occur.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

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

No Impact. The proposed project would be located entirely within the Bluebird Canyon outfall and diversion structure, and would not displace or demolish any existing housing. The project site does not contain any residential structures or other habitable buildings. As such, the proposed project would not displace people or require replacement housing. No impacts would occur.

3.14 Public Services

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
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:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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:*

Fire protection?

No Impact. The proposed project would involve reconstructing the previously developed Bluebird Canyon outfall and diversion structure. Once constructed, the project would not directly or indirectly induce population growth, and the project would not include the addition of any housing, schools, or other community facilities that might require fire protection. As such, implementation of the project would not result in an increased demand for fire protection services, and no impact would occur.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Police protection?

No Impact. The proposed project would involve reconstructing the previously developed Bluebird Canyon outfall and diversion structure on a previously developed site. The project would not directly or indirectly induce additional housing, schools, or other community facilities. Construction of the project would not change local police-protection response times or affect the demand for police-protection services in the project area. Therefore, no impact associated with police protection would occur.

Schools?

No Impact. As previously stated, the proposed project would not include housing or roadways, and therefore would not directly or indirectly result in an increase in population. The proposed project would not introduce a new student population, and therefore would not result in an increased demand for school facilities. Therefore, no impact associated with schools would occur.

Parks?

No impact. The closest parks to the project site are Bluebird Park and Ruby Street Park, both approximately 0.3 miles from the site. However, the proposed project would not directly or indirectly result in an increase in population and, therefore, would not result in an increase in demand for parks. Construction of proposed facilities would be on site and would not temporarily or permanently disturb existing parks. Therefore, no impact associated with parks and recreational facilities would occur.

Other public facilities?

No Impact. As discussed above for schools and parks, given the lack of population expansion, impacts to other public facilities would not occur. Construction of proposed facilities would not impede or decrease the service availability of any surrounding libraries, since the closest public library is Laguna Beach Public Library located approximately 1.1 miles north. Therefore, no impact associated with public facilities such as libraries or community centers would occur.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

3.15 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

No Impact. The closest parks to the project site are Bluebird Park, Ruby Street Park, and Nita Carman Park, approximately 0.3 miles, 0.3 miles, and 0.75 miles from the site, respectively. However, the proposed project would not result in the development of any housing, or necessitate additional staff to operate the proposed project. As such, the use of existing neighborhood or regional parks, and other recreational facilities would not increase such that physical deterioration of the facility would be accelerated. Therefore, no impact associated with the increase use of parks and recreational facilities would occur.

- 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. The proposed project would not include development of any recreational facilities. Although construction activities would occur at Bluebird Canyon Beach, a public recreational facility, the existing access road would be maintained during construction of the proposed project. Therefore, impacts associated with recreational facilities, including Bluebird Canyon Beach, would be less than significant.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

3.16 Transportation and Traffic

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC – Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- 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 with Mitigation Incorporated. Construction of the project would introduce limited construction traffic onto the local circulation system and would include construction activities in proximity to traffic lanes. Although not yet confirmed at this time, project construction may require temporary, intermittent lane closures, specifically when demolition debris is being loaded into adjacent haul trucks or when new construction materials are being delivered. If necessary, traffic lane closures, albeit temporary and intermittent, could potentially affect the ability of local traffic to navigate the area in a timely and efficient manner.

Therefore, a CMP is being prepared to address impacts to local vehicular circulation as a result of temporary lane closures and associated detours that may be intermittently required during certain construction activities (MM-TRA-1). Implementation of the CMP would

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

minimize impacts to local circulation in and around the project site with minimal disruption. Given that any lane closures would be temporary and mitigated with adherence to the CMP, any potential impacts to local circulation in the project area would be reduced to acceptable levels of significance. Therefore, with the incorporation of mitigation, impacts associated with applicable plans, ordinances, or policies establishing measures of effectiveness for the performance of the circulation system would be less than significant.

MM-TRA-1 Prior to finalization of plans and specifications, a construction management plan (CMP) shall be prepared by the City of Laguna Beach and/or its construction contractor for any construction activities that would encroach into the public right-of-way. The CMP shall include measures designed to reduce the impact of temporary construction traffic and any necessary lane or street closure. Such measures may include providing early notification of closures to the Laguna Beach Fire and Police Departments, residents, and nearby businesses; use of signage that clearly delineates detour routes around the street closures before and during construction activities; and flaggers to direct traffic in the vicinity of the closure.

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

Less-Than-Significant Impact. CEQA Guidelines Section 15064.3, subdivision (b), focuses on specific criteria (VMT), for determining the significance of transportation impacts. It is further divided into four subdivisions: (1) land use projects, (2) transportation projects, (3) qualitative analysis, and (4) methodology. The City is proposing the rehabilitation of the Bluebird Canyon outfall and diversion structure. The project would generate temporary construction-related traffic and nominal operations and maintenance traffic. This project would be categorized under subdivision (b)(3), qualitative analysis. Subdivision (b)(3) recognizes that lead agencies may not be able to quantitatively estimate VMT for every project type. In those circumstances, this subdivision encourages lead agencies to evaluate factors such as the availability of transit, proximity to other destinations, and other factors that may affect the amount of driving required by the project.

As described previously, construction of the proposed project would introduce limited construction traffic onto the local circulation system and would include construction activities in proximity to traffic lanes. Potential increases in vehicle trip generation as a result of project construction would vary based on the construction activity (phase), equipment needs, and other factors. However, once construction is completed, construction-related

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

traffic would cease and VMT levels would return to pre-project conditions. Therefore, the proposed project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Impacts would be less than significant.

- 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)?***

No Impact. The proposed project would use existing roadways and would not involve permanent alteration of any existing roadways, nor would it require incompatible vehicular access. Therefore, no impacts associated with hazardous design features would occur.

- d) ***Would the project result in inadequate emergency access?***

Less-Than-Significant Impact. Following implementation of the project, the outfall, diversion structure, and headwall would operate identically to existing facilities, and would encompass the same footprint. As such, emergency access on and around the project site would be identical compared to existing conditions. Therefore, no impacts associated with emergency access would occur.

3.17 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES				
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than- Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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)?*

Less-Than-Significant Impact. As discussed in Section 3.4, although the project site contains one newly identified resource (Dudek-S-001) that is old enough to be considered eligible for listing as a local and state historical resource, including in the CRHR, as an individual property, the evaluation conducted as part of the Cultural Resources Letter Report (Appendix C) found that the outfall's lack of integrity and lack of significant engineering/design qualities appears to make it ineligible under all national, state, and local designation criteria. As such, it does not appear to be a historical resource under CEQA. Therefore, impacts associated with historical resources listed or eligible for listing in the CRHR would be less than significant.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- 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?*

Less-Than-Significant Impact. The records search from the SCCIC indicated that eight previous cultural resources technical investigations have been conducted and 14 cultural resources have been recorded within 1 mile (1,608 meters) of the project site. One of these previous studies overlaps with the project site, and no recorded cultural resources have been recorded within the project site (Appendix C).

Dudek contacted the NAHC on June 6, 2016, and requested a review of its Sacred Lands File. The NAHC replied via email on July 14, 2016, stating that the Sacred Lands File search was completed with negative results. Because the Sacred Lands File search does not include an exhaustive list of Native American cultural resources, the NAHC suggested contacting Native American individuals and/or tribal organizations that may have direct knowledge of cultural resources in or near the project site. The NAHC provided a list of 19 Native American groups and individuals who may have knowledge of cultural resources in the project area. On July 22, 2016, Dudek mailed letters to all individuals listed on the NAHC's contact list. To date, two responses have been received. One response from a representative of the Agua Caliente Band of Mission Indians stated that the area was not within their territory and they deferred to local tribes. A second response from the Viejas Band of Kumeyaay Indians stated that they were not aware of any cultural resources within the project area.

No archeological resources were identified within the project area. The project area is located on a heavily used beachfront in the Laguna Beach area. No archaeological resources were identified within the project site as a result of the CHRIS records search or Native American outreach. In consideration of the negative results of the NAHC Sacred Lands File search, there is a low potential for tribal cultural resources to be encountered on the project site during construction activities.

The proposed project is subject to compliance with Assembly Bill (AB) 52 (PRC Section 21074), which requires consideration of impacts to tribal cultural resources as part of the CEQA process and requires the City, as the lead agency, to notify any groups that are traditionally or culturally affiliated with the geographic area of the

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

project and who have requested notification. All records related to AB 52 are currently on file with the City. As of the date of this IS/MND, no consultation requests or other responses to the City's notification have been received.

All NAHC-listed California Native American Tribal representatives who have requested project notification pursuant to AB 52 (Public Resources Code Section 21074) were sent letters by the City on May 29, 2019. The letters contained a project description, outline of AB 52 timing, request for consultation, and contact information for the appropriate lead agency representative. As of the date of this IS/MND (July 2019), no responses have been received. Therefore, impacts related to tribal cultural resources are considered less than significant.

3.18 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future developments during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Water and Wastewater Facilities

Less-Than-Significant Impact. The proposed project would not generate any population growth, and all development would occur within the previously developed Bluebird Canyon outfall and diversion structure. The project would not result in additional water or wastewater treatment demands, since operational staff would not increase as a result of the project. As such, the proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Therefore, impacts associated with wastewater treatment facilities would be less than significant.

Stormwater Drainage Facility

Less-Than-Significant Impact with Mitigation Incorporated. The project would involve the replacement of and improvements to an existing storm drain system. Although construction of the project could potentially result in environmental impacts, as addressed throughout this IS/MND, with the implementation of mitigation measures, impacts would be reduced to acceptable levels of significance. Therefore, with the incorporation of mitigation, impacts associated with new or expanded stormwater drainage facilities would be less than significant.

Electric Power and Natural Gas Facilities

No Impact. As discussed previously in Section 3.5, Energy, the proposed project would result in similar operations and, thus, similar energy use as under existing conditions. Under the existing condition, the existing Bluebird Canyon outfall and diversion structure does not require electricity or natural gas to operate. Thus, the project would not result in the relocation or expansion of new or expanded electric power and natural gas facilities, and no impacts would occur.

Telecommunications Facilities

No Impact. The proposed project would not generate population growth and would not require telecommunications facilities. The proposed project involves the rehabilitation of an existing outfall and diversion structure. Therefore, no impacts related to telecommunication facilities would occur.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- b) *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

Less-Than-Significant Impact. As discussed in Section 3.18(a), the proposed project would not increase the demand for water supplies, and the project would have sufficient water supplies available to serve the project from existing entitlements and resources. Therefore, impacts associated with water supplies would be less than significant.

- 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?*

Less-Than-Significant Impact. As previously discussed in Section 3.18(a), the proposed project would not result in increased demand for wastewater treatment. Additionally, the proposed project would not increase the capacity of the wastewater system. Therefore, impacts associated with wastewater treatment capacity would be less than significant.

- 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. Solid waste generated in the City is collected by Waste Management of Orange County. Waste Management of Orange County provides industrial customers with roll-off service for bins or specialized compactors. In addition, Waste Management of Orange County operates two transfer stations that handle trash and recyclables from local waste haulers, businesses such as landscapers and construction firms, and local residences. Materials brought to transfer stations that cannot be recycled are loaded onto a tractor-trailer and hauled to the landfill (Waste Management of Orange County 2017).

The Orange County Solid Waste Management System is composed of the following three landfills: Olinda Alpha Landfill, Frank R. Bowerman Landfill, and Prima Deshecha Landfill. Olinda Alpha Landfill has a permitted maximum daily throughput of 8,000 tons, the Frank R. Bowerman Landfill has a permitted maximum daily throughput of 11,500 tons, and the Prima Deshecha Landfill has a permitted maximum daily throughput of 4,000 tons (CalRecycle 2017a, 2017b, 2017c).

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

Once operational, the project would not produce any solid waste requiring accommodation by a landfill. Construction of the project would demolish 7,500 square feet of material. Any demolition debris not reused on site would be transported to Prima Deshecha Landfill or another permitted facility. The solid waste generated during construction would represent a nominal percentage of the 4,000 tons of maximum daily throughput permitted for the active landfill facilities located in Orange County. In addition, waste generation during construction would be disposed of in accordance with federal, state, and local regulations related to solid waste. The proposed project would not generate ongoing solid waste in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals. Therefore, impacts associated with solid waste disposal would be less than significant.

g) *Would the project comply with federal, state, and local statutes and regulations related to solid waste?*

Less-Than-Significant Impact. Collection, transportation, and disposal of solid waste generated by the project would comply with all applicable federal, state, and local statutes and regulations. Under AB 939, the Integrated Waste Management Act of 1989, the City is required to develop source reduction, reuse, recycling, and composting programs to reduce the amount of solid waste entering landfills. Local jurisdictions are mandated to divert at least 50% of their solid waste generation to recycling. The City's Municipal Code (Section 7.19.050) requires submission of a waste management plan to estimate weight of the construction and demolition materials to be landfilled (City of Laguna Beach 2018). If the diversion percentage is greater than or equal to 50%, a feasibility exemption per the City's Municipal Code, Section 7.19.10, must be submitted (City of Laguna Beach 2017). The waste management plan would be approved by the director of Public Works to ensure a minimum of 50% of construction materials and debris is diverted.

In addition, the state has set a goal of 75% recycling, composting, and source reduction of solid waste by 2020. To help reach this goal, the state has adopted AB 341 and AB 1826. AB 341 is a mandatory commercial recycling bill, and AB 1826 is mandatory organic recycling. Waste generated by the project would enter the City's waste stream but would not adversely affect the City's ability to meet AB 939, AB 341, or AB 1826 because the project's waste generation would represent a nominal percentage of the waste created within the City. Therefore, impacts associated with solid waste disposal regulations would be less than significant.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

3.19 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
IX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) ***Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

Less-Than-Significant Impact. According to CAL FIRE's Fire Hazard Severity Zone mapping viewer, the project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ). The nearest VHFHSZ is located approximately 0.3 miles northeast of the project site (CAL FIRE 2019). However, the project site is located at the beach and functions as a stormwater diversion and outfall structure, which would not facilitate the spread of wildfires compared to vegetated areas. Additionally, trips generated for operation and maintenance would be minimal as occurs under the existing condition, and the project would not impede emergency vehicle circulation. Therefore, impacts associated with an adopted emergency response plan or emergency evacuation plan would be less than significant.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- b) *Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*

Less-Than-Significant Impact. The project site is not located within a VHFHSZ and is approximately 0.3 miles southwest of a VHFHSZ (CAL FIRE 2019). The project is located off the Bluebird Canyon Drive beach access area, between 1585 South Coast Highway and 1601 South Coast Highway in Laguna Beach. The project would involve rehabilitation of the existing Bluebird Canyon outfall and diversion structure. As a result, no incising of hillslopes or degradation of slope stability would occur as a result of project construction. The project site and immediately surrounding area is located on the beach and does not contain slopes typical of exacerbating wildfire risks. In addition, there is existing pavement between the VHFHSZ and the project site, which would provide a fire break between the site and the nearest wildland fuels. Further, due to the project site's location several feet from the Pacific Ocean, there is limited opportunity for the project to carry wildfire downslope and exacerbate wildfire risks. Therefore, it is not anticipated that the proposed project, due to slope, prevailing winds, and other factors, would exacerbate wildfire risks or expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

- c) *Would the project 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?*

Less-Than-Significant Impact. As previously discussed, the project site is not located within a VHFHSZ and is approximately 0.3 miles southwest of a VHFHSZ (CAL FIRE 2019). The project would involve the replacement of and improvements to an existing storm drain system. The proposed project would not result in the installation or maintenance of roads, fuel breaks, emergency water sources, or power lines. Although the project itself involves the construction of utilities, the intervening pavement between the project site and VHFHSZ serves as a fuel break. Additionally, the project site and immediately surrounding area is located on the beach, and thus, construction of the project would not exacerbate fire risk. Therefore, impacts would be less than significant.

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

- d) *Would the project 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?*

Less-Than-Significant Impact. As previously discussed, the project site is not located within a VHFHSZ and is approximately 0.3 miles southwest of a VHFHSZ (CAL FIRE 2019). As discussed in Section 3.6, Geology and Soils, the headwall portion of the project site lies adjacent to the bottom of a sloped access road that leads to Bluebird Beach. However, the slope is developed, and the project site lacks any other immediately adjacent natural topographic features such as riverbanks that are typically susceptible to landslides. In addition, as discussed in Section 3.9, Hydrology and Water Quality, the overarching purpose of the project is to alleviate blocked drainage issues that have occurred over the past years in the existing structure, and to improve existing drainage structures that are deteriorating. As such, the project would have a beneficial effect on stormwater drainage in the project area, and would not increase the rate or amount of surface runoff in a way that would result in flooding on or off site. Therefore, impacts would be less than significant.

3.20 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XX. MANDATORY FINDINGS OF SIGNIFICANCE				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 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 Impact with Mitigation Incorporated. As discussed in Section 3.3, with the incorporation of mitigation (MM-BIO-1, MM-BIO-2, and MM-BIO-3), the 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. Thus, with the incorporation of mitigation, impacts associated with the quality of the environment, the habitat of a fish or wildlife species, fish or wildlife populations, plant and animal communities, and the range of a rare or endangered plant or animal would be less than significant.

In addition, as addressed in Section 3.4, Cultural Resources, potentially significant impacts related to archaeological and Native American resources would be reduced to less than significant with implementation of mitigation (MM-CUL-1 and MM-CUL-2). Therefore, with the incorporation of mitigation, impacts associated with important examples of the major periods of California history or prehistory would be 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 with Mitigation Incorporated. As analyzed in this IS/MND, project construction and operation could potentially result in individual-level environmental impacts that could be potentially significant without the incorporation of

Initial Study/Mitigated Negative Declaration Bluebird Canyon Outfall and Diversion Structure Rehabilitation Project

mitigation. Therefore, when coupled with impacts related to the implementation of other related projects throughout the broader geographic area, the project could potentially result in cumulative-level impacts if these significant impacts are left unmitigated.

However, with the incorporation of mitigation identified throughout this document, the project's potential impacts would be reduced to less than significant and would not considerably contribute to regional cumulative impacts in the greater project region. Additionally, these other related projects would presumably be required by the applicable lead agency to comply with the all applicable federal, state, and local regulatory requirements, and incorporate all feasible mitigation measures to further ensure that their potentially cumulative impacts would be reduced to less than significant. Therefore, the project would not result in individually limited but cumulatively considerable impacts, and impacts would be less than significant with mitigation incorporated.

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

Less-Than-Significant Impact with Mitigation Incorporated. As addressed throughout this IS/MND, with the incorporation of mitigation, environmental impacts associated with project construction and operation would be reduced to less than significant. Therefore, the project would not directly or indirectly cause substantial adverse effects on human beings.

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Bluebird Canyon Outfall and Diversion Structure
Rehabilitation Project**

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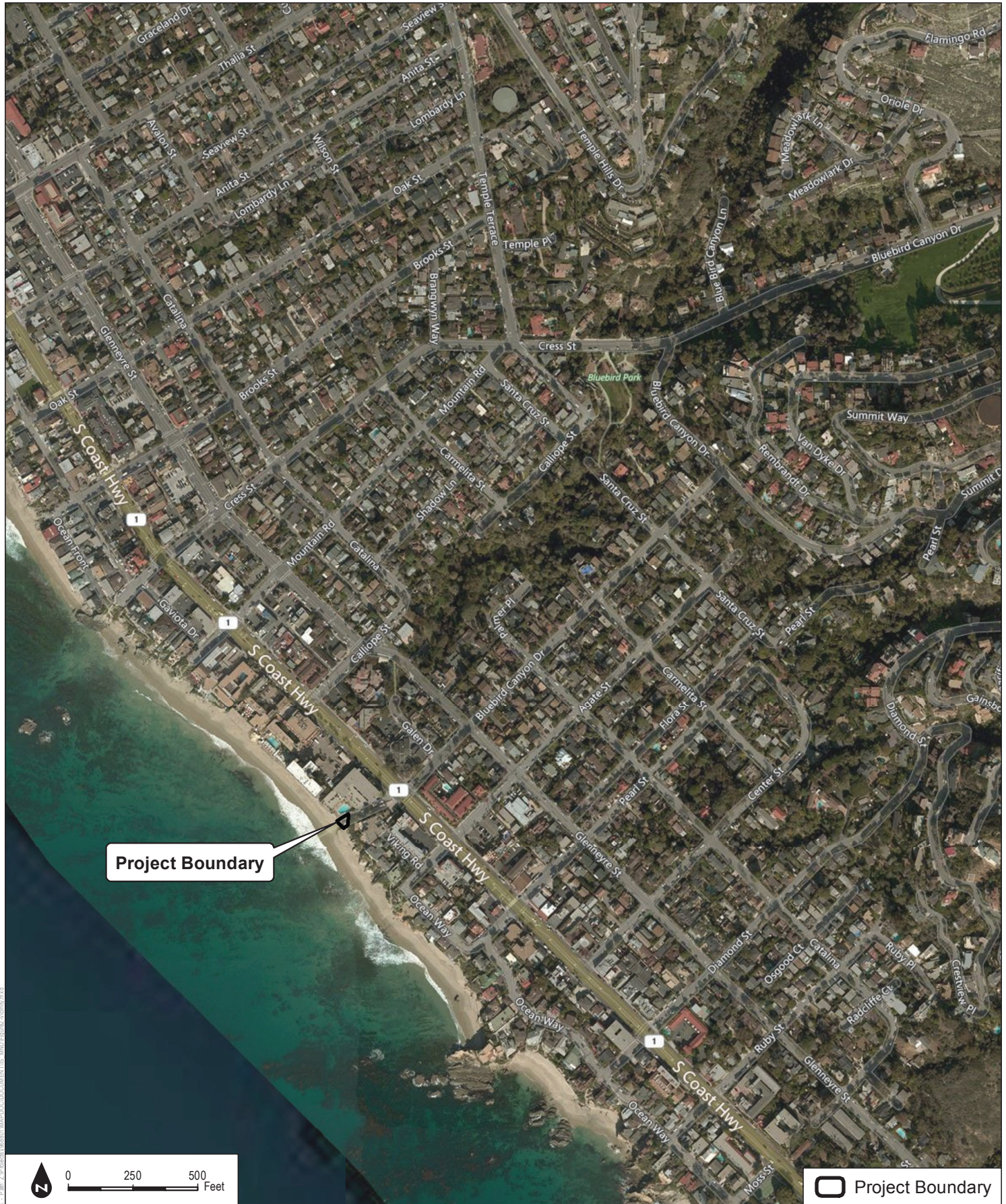
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SOURCE: Bing Maps 2015

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FIGURE 2
Project Location Map

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Rehabilitation Project**

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Left: Bluebird Canyon outfall structure.
Above: Bluebird Canyon outfall structure with temporary wood header.

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Above: Retaining wing wall.
Below: Top of Bluebird Canyon outfall structure.

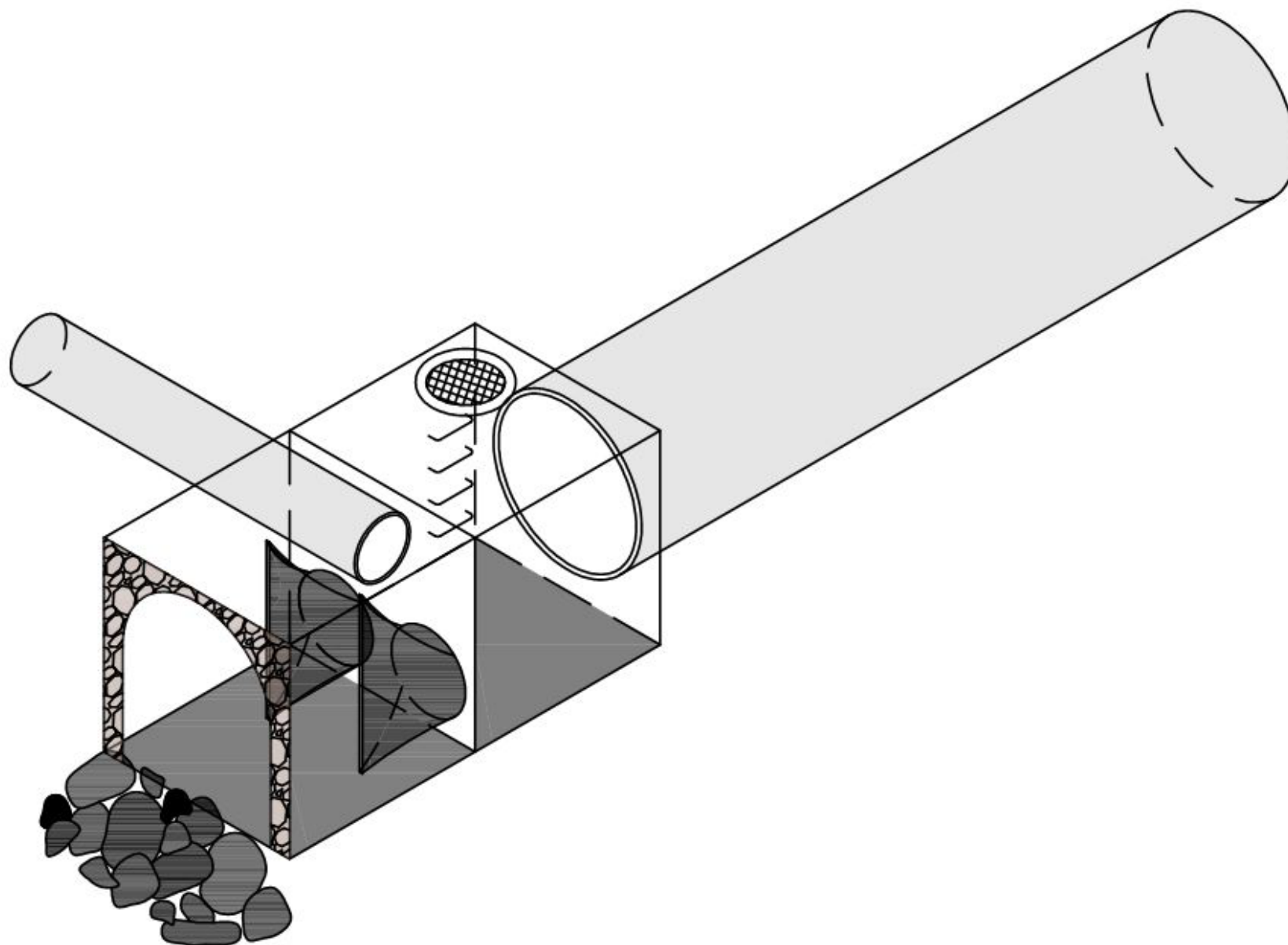


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Left: Access road - facing east.
Above: Access road - facing west.

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Note: Not to scale

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FIGURE 6
Conceptual Design

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Rehabilitation Project**

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