

HUMAN ENVIRONMENT

2.1 Land Use

The project area lies within the City of Laguna Beach and unincorporated Orange County. It is located on and adjacent to State Route 133 (SR-133) within existing California Department of Transportation (Caltrans) right-of-way and within the boundaries of Laguna Coast Wilderness Park.

The land use study (study area) area was generally defined by the census block groups bordering the maximum disturbance limits for the proposed project. The following U.S. Census Bureau census tract block groups make up the study area: Census Tract 626.04, Block Group 2; Census Tract 626.32, Block Group 1; and Census Tract 626.49, Block Group 2. Utilizing census tract boundaries allows consistency with the assessment of community impacts and growth; also, census tract data influence development trends. As shown in Figure 2.1-1, Existing Land Uses, the study area extends through six land use jurisdictions (Orange County and the cities of Aliso Viejo, Irvine, Laguna Beach, Laguna Woods, and Newport Beach).

The discussions in this section related to land use are provided in the following subsections:

- 2.1.1 Existing and Future Land Uses
- 2.1.2 Consistency with State, Regional, and Local Plans and Programs
- 2.1.3 Coastal Zone
- 2.1.4 Parks and Recreational Facilities

2.1.1 Existing and Future Land Use

This analysis evaluates existing land uses that could be converted to transportation uses by the proposed project. This analysis is based on the most current available geographic information system (GIS) data (dated 2012) for the applicable local jurisdictions (the County of Orange [County] and the Cities of Aliso Viejo, Irvine, Laguna Beach, Laguna Woods, and Newport Beach) from the Southern California Association of Governments (SCAG); therefore, the GIS data may not reflect recent changes in existing land uses. However, existing land uses identified within SCAG were cross-referenced with 2018 GIS data from OC Parks and updated accordingly to provide a more recent snapshot of open space and parks and recreation land uses in the study area.

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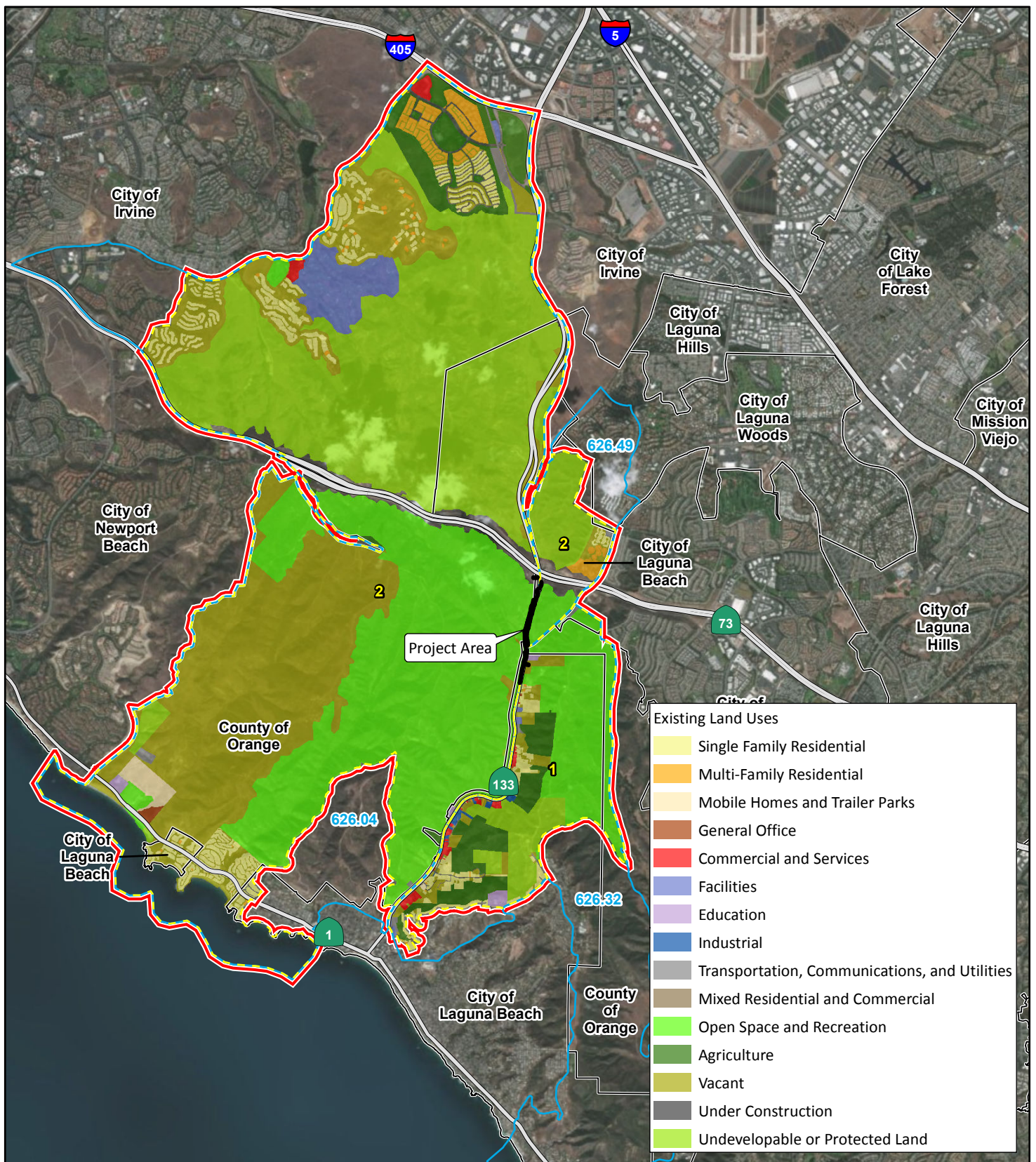
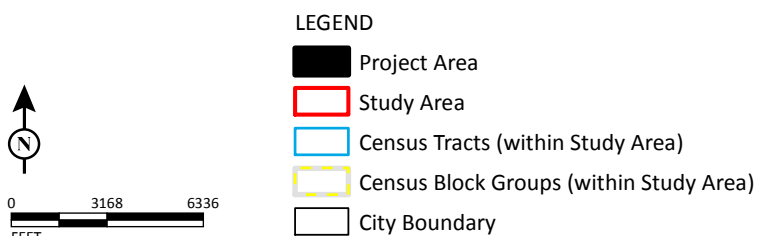


FIGURE 2.1-1



SOURCE: ESRI (2015); Caltrans (9/14/2018); US Census (2010); SCAG (2012)

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SR-133 Improvement Project

Existing Land Uses

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2.1.1.1 Affected Environment

Existing Land Uses

The majority of the existing land uses in the study area are open space and recreation, including Laguna Coast Wilderness Park and Aliso and Wood Canyons Wilderness Park (refer to Figure 2.1-1). Parks and other recreational areas are discussed in further detail in Section 2.1.3. There are also residential, commercial and services, industrial, and community facilities uses in the northeast, east, and southeast part of the study area, which captures urban areas of unincorporated County of Orange, and the cities of Laguna Beach and Irvine.

General Plan Land Uses

The majority of the planned land uses in the study area are parks and open spaces, including Laguna Coast Wilderness Park and Aliso and Wood Canyons Wilderness Park, as shown in Figure 2.1-2. There are also residential, commercial, facilities, and industrial General Plan land uses where the study area captures urban areas of unincorporated County of Orange, and the cities of Laguna Beach and Irvine.

Development Trends

The study area primarily consists of open space and recreation uses. Development within this study area primarily occurs northeast, east, and southeast of the study area urban areas of unincorporated Orange County and the cities of Laguna Beach and Irvine. According to General Plan land uses, planned development includes a mix of residential, commercial, and transportation uses. Because much of the study area is parkland and protected land, development is limited in the project area. Approved and planned projects in this study area are described further in Section 2.19, Cumulative Impacts, in Table 2.19.1, and shown on Figure 2.19-1.

2.1.1.2 Environmental Consequences

Temporary Impacts

Alternative 1 (Build Alternative)

Construction of the Build Alternative would potentially temporarily impact land adjacent to SR-133 within the project area. The proposed project would not require any Temporary Construction Easements (TCEs), as these temporary impacts would occur within land where permanent easements would be obtained. Table 2.1.1 shows the acreages of temporary impacts to existing land uses based on SCAG land use categories and spatial data from OC Parks. Table 2.1.2 shows the acreage of temporary impacts to General Plan (i.e., planned and/or future land uses) within the footprint of the Build Alternative.

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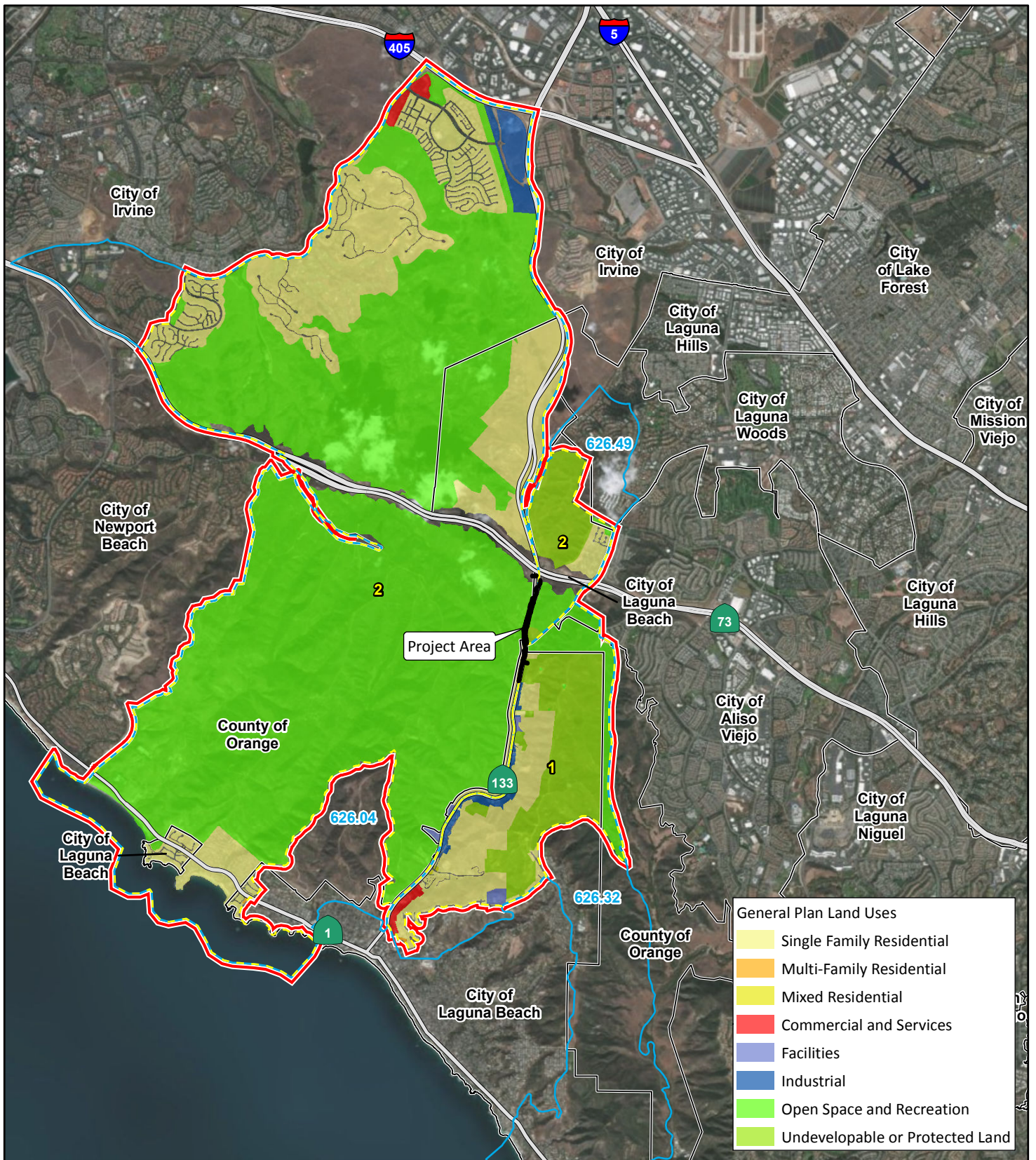
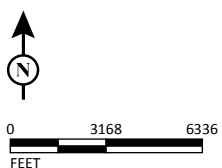


FIGURE 2.1-2

LEGEND

- Project Area
- Study Area
- Census Tracts (within Study Area)
- Census Block Groups (within Study Area)
- City Boundary



SOURCE: ESRI (2015); Caltrans (9/14/2018); US Census (2010); SCAG (2012)

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SR-133 Improvement Project

General Plan Land Uses

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Table 2.1.1 Existing Land Uses

Existing Land Use	Permanent Impacts (acres)	Temporary Impacts (acres) ¹
Open Space and Recreation	2.52	1.18
Total	2.52	1.18

Sources: Southern California Association of Governments (2012), including field visit; OC Parks (2018); LSA (2018).

¹ Additional 10 feet of land will be acquired permanently for the project. The areas may potentially be used as Temporary Construction Easements (TCEs) during construction. However, these areas are not considered TCEs since Caltrans will acquire these areas as permanent easements.

Table 2.1.2 General Plan Land Uses

General Plan Land Use	Permanent Impacts (acres)	Temporary Impacts (acres) ¹
Open Space and Recreation	2.52	1.18
Total	2.52	1.18

Sources: Southern California Association of Governments (2012), including field visit, LSA (2018).

¹ Additional 10 feet of land will be acquired permanently for the project. The areas may potentially be used as Temporary Construction Easements (TCEs) during construction. However, these areas are not considered TCEs since Caltrans will acquire these areas as permanent easements.

The Build Alternative would temporarily affect approximately 1.18 acres of existing open space and recreation land uses during construction (refer to Tables 2.1.1 and 2.1.2 for temporary impacts to existing and General Plan land uses). After construction, land that would be temporarily affected during construction would be returned to its original condition, as specified in Project Feature PF-LU-1 in Section 2.1.4. Therefore, all land temporarily affected during construction would be restored to its original condition after construction is complete, temporary effects to existing and planned land uses within land where permanent easements would be obtained would not occur, either directly or indirectly.

Alternative 2 (No Build Alternative)

Under the No Build Alternative, the proposed improvements identified for the Build Alternative would not be constructed. Therefore, the No Build Alternative would not result in any temporary impacts to land use consistency.

Permanent Impacts

Alternative 1 (Build Alternative)

The Build Alternative would construct drainage features, safety improvements, shoulder widening, a Class II bike lane, and underground overhead utilities, and would not propose an operational change to SR-133. Therefore, the Build Alternative would not have an effect on development trends or growth in the project area.

The Build Alternative would be constructed mostly within existing Caltrans right-of-way. However, the Build Alternative would require the permanent acquisition of approximately 2.52 acre of land on existing open space and recreation land (refer to Tables 2.1.1 and 2.1.2 for permanent effects to existing and General Plan land uses).

Alternative 2 (No Build Alternative)

Under the No Build Alternative, the proposed improvements identified for the Build Alternative would not be constructed. As a result, the No Build Alternative would not result in direct or indirect impacts to existing land uses or long-term effects related to General Plan land uses, including permanent easements and right-of-way acquisition.

2.1.1.3 Avoidance, Minimization, and/or Mitigation Measures

With incorporation of Project Feature PF-LU-1, no avoidance, minimization, and/or mitigation measures would be necessary.

2.1.2 Consistency with State, Regional, and Local Plans and Programs

2.1.2.1 Affected Environment

This section discusses the Build Alternative's consistency with the SCAG 2016-2040 Regional Transportation Plan Sustainability Communities Strategy (RTP/SCS), and the SCAG 2017 Federal Transportation Improvement Program (FTIP). Additionally, the proposed project's consistency with adopted goals, policies, and plans from the County of Orange General Plan, and the City of Laguna Beach General Plan is discussed.

The proposed project is located within the Central-Coastal Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP) Reserve, which includes protections for California sagebrush-California buckwheat scrub. No direct impacts to California sagebrush-California buckwheat scrub would occur within the Coastal Zone, and the portions of the project that are within the Coastal Zone would be consistent with the Central-Coastal NCCP/HCP Reserve. Refer to Section 2.13, Natural Communities, and to the Natural Environment Study (NES) (LSA 2018) for the full discussion of the proposed project's consistency with the Central-Coastal NCCP/HCP.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the Metropolitan Planning Organization (MPO) for the counties of Orange, Los Angeles, San Bernardino, Riverside, Ventura, and Imperial (SCAG region).

SCAG is mandated by the federal government to develop regional plans for transportation, growth management, hazardous waste management, and air quality.

SCAG's 2016 RTP/SCS is a long-range plan that identifies multimodal regional transportation needs and investments over the next 23 years in the SCAG region. The 2016–2040 RTP/SCS was adopted by SCAG in April 2016, and found to conform by the Federal Highway Administration/Federal Transit Administration (FHWA/FTA) in June 2016. SCAG's 2016–2040 RTP/SCS establishes a transportation vision for the SCAG region. The 2016–2040 RTP/SCS emphasizes sustainability and integrated planning. SCAG updates the RTP every four years. Federal regulations require that RTP project costs be constrained to the existing revenues and new revenues that may be reasonably expected to be available over the life of the Plan. Projects on this list become eligible for federal transportation funds. This project is included in the SCAG 2016 RTP/SCS under RTP ID S2160012 and the 2017 FTIP.

SCAG Federal Transportation Improvement Program (FTIP)

The FTIP is a capital listing of all transportation projects proposed over a six-year period for the SCAG region. It is prepared to implement projects and programs listed in the RTP, and is developed in compliance with State and federal requirements. A new FTIP is prepared and approved every two years. These funded projects include: highway improvements; transit, rail, and bus facilities; carpool lanes; signal synchronization; intersection improvements; freeway ramps; and other related improvements. The 2017 FTIP received its conformity determination from the FHWA/FTA on December 16, 2016.

The 2017 Federal Statewide Transportation Improvement Program (FSTIP) was adopted by FTA/FHWA in 2016. MPOs approve FTIPs for incorporation in the FSTIP and amendments to the adopted FTIP are prepared and approved on a continual basis. The project is proposed for funding from the 2018 State Highway Operation and Protection Program (SHOPP) under the Roadway Preservation Program under FTIP ID ORA001103.

General Plans

General Plans contain policies that guide land-use-related decisions within a jurisdiction. General Plans address issues that directly and indirectly influence land uses (e.g., housing, noise, transportation, public services and facilities, and conservation and open space). Refer to Table 2.1.3 for an analysis of the consistency of the proposed project with the County of Orange and the City of Laguna Beach General Plans.

**Table 2.1.3 Consistency with State, Regional, and Local Plans
and Programs¹**

Policy	Alternative 1 (Build Alternative)	Alternative 2 (No Build Alternative)
County of Orange General Plan		
Land Use Element		
Policy 5: Land Use/Transportation Integration. To plan an integrated land use and transportation system that accommodates travel demand for all modes of transit.	The Build Alternative would improve safety for motorists and bicyclists on the highway by providing standard shoulders, Class II bike lanes and extending the second travel lane northbound and southbound from El Toro Road on SR-133.	The No Build Alternative would not result in any changes to land uses in the region. The No Build Alternative would not conflict with this policy objective.
Policy 1: Balanced Land Use: To plan urban land uses with a balance of well-connected residential, industrial, commercial, and public land uses.	The Build Alternative would improve safety on SR-133. It would improve the safety of connections between residential, commercial, and public land uses. The Build Alternative would not conflict with this policy objective.	The No Build Alternative would not result in any changes to land uses in the region. The No Build Alternative would not conflict with this policy objective.
Recreation Element		
Objective 2.1: To establish an integrated regional recreation network that meets the diverse regional recreation interests of the citizens of Orange County.	The Build Alternative would improve safety on SR-133. It would improve the safety of a roadway that connects Orange County and Riverside County to three regional recreational resources, Aliso and Wood Canyons Wilderness Park, Laguna Coast Wilderness Park, and Laguna Laurel Ecological Reserve. The Build Alternative would not conflict with this policy objective.	The No Build Alternative would not result in any changes to recreation in the region. The No Build Alternative would not conflict with this policy objective.
Transportation Element		
Objective 6.5: Enhance the efficient movement of vehicles through the circulation system by providing bike lanes and restricting parking on arterials whenever feasible.	The existing SR-133 roadway within the project area is a Class III bikeway where motorists and bicyclists share the road. The Build Alternative would construct a Class II bike lane providing a dedicated striped lane for one-way bike travel both northbound and southbound, enhancing the efficient movement of vehicles along SR-133 in the project area. In addition, the existing SR-133 in the project area is not an arterial road. The Build Alternative would not conflict with this policy.	The No Build Alternative would not result in any changes to circulation in the region. The No Build Alternative would not conflict with this policy objective.
City of Laguna Beach General Plan		
Land Use Element		
Goal 7: Protect, preserve, and enhance the community's natural resources.	The Build Alternative would require the permanent acquisition of 0.93 acre and permanent easement of 0.75 acre of land at Laguna Coast Wilderness Park within the City of Laguna Beach, which is approximately 0.02 percent of the total amount of land in the park. In addition, affected parcels are at the edge of the park adjacent to existing Caltrans right-of-way and would not affect the rest of the existing open space or recreational uses. The Build Alternative would not conflict with this policy objective.	The No Build Alternative would not result in any changes to land uses in the City. The No Build Alternative would not conflict with this policy objective.

**Table 2.1.3 Consistency with State, Regional, and Local Plans
and Programs¹**

Policy	Alternative 1 (Build Alternative)	Alternative 2 (No Build Alternative)
Transportation, Circulation, and Growth Management Element		
<i>While recognizing that the automobile is the primary mode of transportation in the Southern California area, the City of Laguna Beach has long sought to be innovative in its policies and commitment to transportation planning. The City of Laguna Beach opposes widening of Pacific Coast Highway and Laguna Canyon Road; and discourages building new roads and road extensions into currently inaccessible areas or environmentally sensitive areas.</i>	The Build Alternative would construct a Class II bike lane providing a dedicated striped lane for one-way bike travel both northbound and southbound. In addition, the Build Alternative includes safety improvements and would not enhance the capacity of the roadway. The Build Alternative would not result in the construction of a new road or an extension of a road but rather provide modification to the existing SR-133 geometrics to improve safety and provide Class II bikeways, reduce flooding, and undergrounding of utilities. The Build Alternative would not conflict with this general statement from the Transportation, Circulation and Growth Management Element.	The No Build Alternative would not result in any changes to Laguna Canyon Road. The No Build Alternative would not conflict with this policy.
Policy 9C: <i>Support and coordinate the development and maintenance of bikeways in conjunction with the County of Orange Master Plan of Countywide Bikeways to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions. In particular, these bikeways include Route 67 through Laguna Laurel Regional Park, Route 71 along Laguna Canyon Road, Route 75 along El Toro Road and Route 25 along Pacific Coast Highway. Bikeway Route 78, along Aliso Creek, should be encouraged provided impacts to Ben Brown's golf course are mitigated.</i>	The Build Alternative would construct a Class II bike lane providing a dedicated striped lane for one-way bike travel both northbound and southbound. The existing SR-133 roadway within the project area is a Class III bikeway identified in the 2009 OCTA Commuter Bikeways Strategic Plan, which is a newer version of the County of Orange Master Plan of Countywide Bikeways. The proposed project's construction of a Class II bikeway would maintain consistency with this policy. The Build Alternative would not conflict with this policy.	The No Build Alternative would not result in any changes to local bicycle routes. The No Build Alternative would not conflict with this policy.
Policy 12C: <i>Pursue funding to underground utilities along Laguna Canyon Road, Pacific Coast Highway and the Central Business District.</i>	The Build Alternative would include the undergrounding of existing utilities and the removal of utility poles along Laguna Canyon Road in the project area, enhancing the rural visual character of the area. The Build Alternative would not conflict with this policy.	The No Build Alternative would not result in any changes to public utilities, and would not include the undergrounding of existing utilities in the project area. The No Build Alternative would conflict with this policy objective.

Source: County of Orange General Plan (October 2015).

¹ There are no relevant land use and recreation policy objectives in the City of Laguna Beach General Plan (February 2012).

OCTA = Orange County Transportation Authority

County of Orange General Plan

The County of Orange General Plan (adopted in 2005 with amendments in 2012 and 2015) provides direction for land use decisions in unincorporated parts of the County of Orange. The project area includes areas of unincorporated land in the County of Orange, south of State Route 73 (SR-73) and primarily west of SR-133. There is some land classified as single family residential near State Route 1 (SR-1) southwest of the land use study area, the majority of unincorporated Orange County land in the land use study area is designated in the County of Orange General Plan as Open Space and Recreation. Relevant land use and transportation policies in the County of Orange General Plan are described below:

Land Use Element

Policy 5: To plan an integrated land use and transportation system that accommodates travel demand for all modes of transit.

Policy 1: Balanced Land Use: To plan urban land uses with a balance of well-connected residential, industrial, commercial, and public land uses.

Recreation Element

Objective 2.1: To establish an integrated regional recreation network that meets the diverse regional recreation interests of the citizens of Orange County.

Transportation Element

Objective 6.5: Enhance the efficient movement of vehicles through the circulation system by providing bike lanes and restricting parking on arterials whenever feasible.

City of Laguna Beach General Plan

The City of Laguna Beach General Plan (adopted in 2012) provides direction for land use decisions in the City of Laguna. The land use study area includes areas of the City of Laguna Beach primarily east of SR-133, where the majority of land is vacant, undevelopable or protected land, and open space and recreational land, along with Single Family Residential, Industrial, Facilities, and Commercial and Services uses. Relevant transportation and circulation policies in the City of Laguna Beach General Plan are described below:

Land Use Element

Goal 7: Protect, preserve, and enhance the community's natural resources.

Transportation, Circulation and Growth Management Element

Policy 9C: Support and coordinate the development and maintenance of bikeways in conjunction with the County of Orange Master Plan of Countywide Bikeways to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions. In particular, these bikeways include Route 67 through Laguna Laurel Regional Park, Route 71 along Laguna Canyon Road, Route 75 along El Toro Road and Route 25 along Pacific Coast Highway. Bikeway Route 78, along Aliso Creek, should be encouraged provided impacts to Ben Brown's golf course are mitigated.

Policy 12C: Pursue funding to underground utilities along Laguna Canyon Road, Pacific Coast Highway and the Central Business District.

2.1.2.2 Environmental Consequences

Temporary Impacts

Alternative 1 (Build Alternative)

The Build Alternative is a highway safety and drainage improvement project that would be constructed mostly within Caltrans right-of-way and within SR-133's general existing alignment. Temporary construction activities would not result in any conflicts with relevant State, regional, and local plans, as they are temporary in nature. Land use consistency effects related to right-of-way acquisition are permanent and are discussed below.

Alternative 2 (No Build Alternative)

Under the No Build Alternative, the proposed improvements identified in the Build Alternative would not be constructed.

Permanent Impacts

Alternative 1 (Build Alternative)

The Build Alternative is consistent with regional transportation planning efforts. The Build Alternative is listed in both the 2016–2040 financially constrained RTP/SCS (RTP/SCS ID S2160012) and the SCAG financially constrained 2017 FTIP (FTIP ID ORA001103).

As stated in Table 2.1.1, Existing Land Uses, the Build Alternative would result in the permanent acquisition of 2.52 acres of open space and recreational land. The acquisition would require approximately 0.93 acre of the approximately 7,000-acre Laguna Coast Wilderness Park. This small acquisition along the existing SR-133 right-of-way would not conflict with the County's ability to establish an integrated

regional recreation network that meets the region's recreation needs. Therefore, the Build Alternative is consistent with the Recreation Element of the County of Orange General Plan.

The Build Alternative would result in safety improvements to this segment of SR-133. Improved roadway safety would improve the County's ability to safely connect residential, industrial, commercial, and public land uses. Improved safety on SR-133 would facilitate the County's ability to create an integrated land use and transportation system that accommodates travel demand. Therefore, the Build Alternative is consistent with the Land Use Element of the County of Orange and the Transportation Element of the County of Orange. In addition, as the existing SR-133 roadway within the project area is a Class III bikeway identified in the County of Orange Master Plan of Countywide Bikeways, the proposed project's construction of a Class II bikeway would maintain consistency with the Transportation, Circulation, and Growth Management Element of the City of Laguna Beach.

The Build Alternative would underground utilities within the project area, enhancing the rural visual character of the project area. Therefore, the Build Alternative is consistent with the City of Laguna Beach Transportation, Circulation, and Growth Management policy regarding the undergrounding of utilities in Laguna Beach.

As shown in Table 2.1.3, the Build Alternative is consistent with the goals, policies, and objectives identified in the General Plans for the City and the County.

Alternative 2 (No Build Alternative)

Under the No Build Alternative, the proposed improvements identified in the Build Alternative would not be constructed. Therefore, the No Build Alternative would not result in any permanent impacts to land use consistency.

2.1.2.3 Avoidance, Minimization, and/or Mitigation Measures

With incorporation of Project Features PF-LU-1 and PF-LU-2, described below, no avoidance, minimization, and/or mitigation measures would be necessary.

2.1.3 Coastal Zone

2.1.3.1 Regulatory Setting

This project has the potential to affect resources protected by the Coastal Zone Management Act (CZMA) of 1972. The CZMA is the primary federal law enacted to preserve and protect coastal resources. The CZMA sets up a program under which coastal states are encouraged to develop coastal management programs. States with

an approved coastal management plan are able to review federal permits and activities to determine if they are consistent with the state's management plan.

California has developed a coastal zone management plan and has enacted its own law, the California Coastal Act of 1976, to protect the coastline. The policies established by the California Coastal Act are similar to those for the CZMA: They include the protection and expansion of public access and recreation; the protection, enhancement, and restoration of environmentally sensitive areas; the protection of agricultural lands; the protection of scenic beauty; and the protection of property and life from coastal hazards. The California Coastal Commission is responsible for implementation and oversight under the California Coastal Act.

Just as the federal CZMA delegates power to coastal states to develop their own coastal management plans, the California Coastal Act delegates power to local governments to enact their own Local Coastal Programs (LCPs). The proposed project is subject to two LCPs: (1) the Laguna Beach LCP under the jurisdiction of the City of Laguna Beach and (2) the Newport Coast segment of the Orange County LCP (Newport Coast LCP) under the jurisdiction of the County of Orange. LCPs contain the ground rules for development and protection of coastal resources in their jurisdiction consistent with the California Coastal Act goals. Coastal Development Permits will be required from each LCP jurisdictions. A Federal Consistency Certification will be needed as well. The Federal Consistency Certification process will be initiated prior to Final Environmental Document and will be completed to the maximum extent possible during the National Environmental Policy Act (NEPA) process.

2.1.3.2 Affected Environment

There are no areas of original California Coastal Commission (CCC) jurisdiction, or areas of deferred certification within the land use study area. As shown on Figure 2.1-3, the southern portion of the project area is located within the jurisdiction of two LCP areas: the Laguna Beach LCP and Newport Coast LCP. The known, significant coastal resources for each LCP are described below.

Laguna Beach LCP

Approximately 2.32 acres of the 14,367-acre land use study area fall within the Laguna Beach LCP (Figure 2.1-3). The portion of the project area within the Laguna Beach LCP is located approximately three miles north and northeast of the Pacific Ocean.

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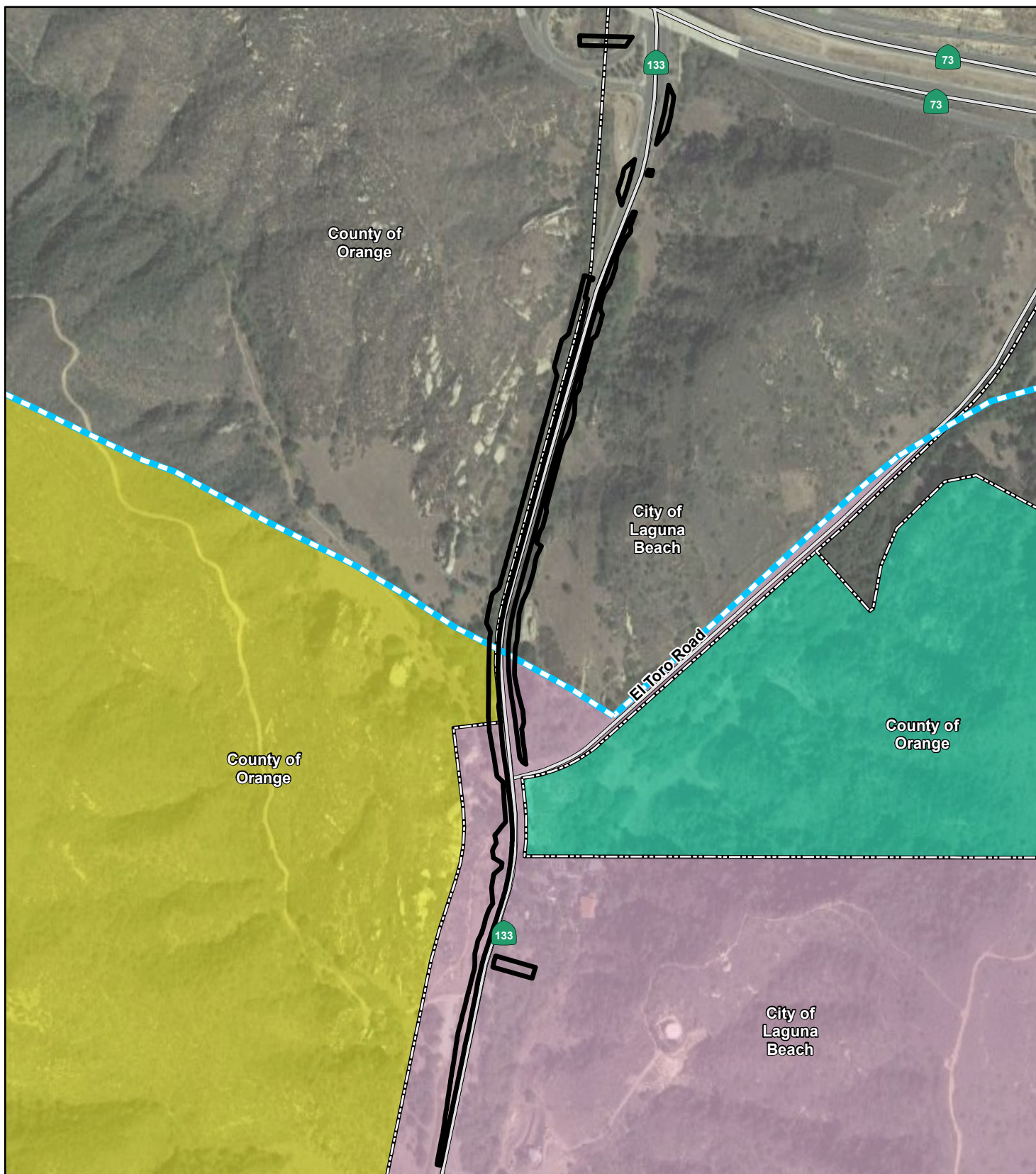


FIGURE 2.1-3

LEGEND

Project_Location

Coastal Zone Boundary

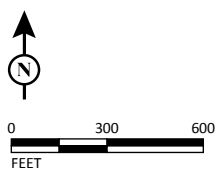
City Boundary

Local Coastal Program

City of Laguna Beach

Orange County – Aliso Creek

Orange County – Newport Coast



SOURCE: ESRI (2015); Caltrans (9/14/2018); CA Coastal Commission (2012)

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SR-133 Improvement Project

Coastal Zone

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The Laguna Beach LCP, which was certified by the CCC on January 13, 1993, is administered by the City of Laguna Beach. The LCP constitutes a number of approved City documents, including the General Plan Land Use Map, Land Use and Open Space/Conservation General Plan Elements, Zoning Map, Title 25 (Zoning Code), Chapter 12.08, Preservation of Heritage Trees Ordinance; and Title 16, Water Quality Control, an amendment approved in 2004 by the CCC. Any amendments to the documents that make up the Laguna Beach LCP require CCC approval. The coastal resources within the Laguna Beach LCP in the project area include Laguna Canyon Creek (which discharges ultimately into the Pacific Ocean), native vegetation, and jurisdictional waters.

As discussed in the Water Quality Assessment Report (WQAR) (Caltrans 2018), the Laguna Canyon Creek runs parallel to SR-133 within the Laguna Beach LCP and merges with El Toro Creek at the intersection of Laguna Canyon Road and El Toro Road. El Toro Creek ultimately discharges to the Pacific Ocean at Main Beach. As discussed in the NES (LSA 2018) for the proposed project, wetland and non-wetland jurisdictional waters associated with both vegetated and unvegetated streambeds associated with the Laguna Canyon Creek, and riparian vegetation are located within the project area in the Laguna Beach LCP. Two types of riparian habitat are located within the project area in the coastal zone: southern black willow forest and mulefat scrub. The portions of the project area that fall within the Laguna Beach LCP are narrow strips of additional right-of-way on either side of the roadway and are not within a designated Environmentally Sensitive Habitat Area (ESHA).

County of Orange - Newport Coast LCP

The Newport Coast LCP Second Amendment was certified by the CCC on December 3, 1996 and is administered by the County of Orange. The project area is located within Planning Area (PA) 20A of the Newport Coast LCP. Proposed uses within PA 20A include 7,500 square feet of retail commercial, service commercial, or commercial recreation and incidental and accessory uses that are supportive of and directly related to permitted uses and/or public works facilities. Principal permitted uses within this planning area would focus on providing commercial recreation uses compatible with and promoting the use of the Nature Reserve of Orange County, and in particular the Laguna Coast Wilderness Park, such as restaurants or food sales, specialty retail shops, education and cultural facilities, gardens, staging areas, and support facilities.

Approximately 0.30 acre of the 14,367-acre land use study area falls within the Newport Coast LCP (Figure 2.1-3). The portion of the project area that is within the Newport Coast LCP is located approximately three miles north and northeast of the Pacific Ocean. The coastal resources within the Newport Coast LCP within the project area include the Laguna Canyon Creek (which runs parallel to SR-133 within the Newport Coast LCP and ultimately discharges to the Pacific Ocean at Main Beach), native vegetation, and jurisdictional waters.

As discussed in the NES (2018) for the proposed project, wetland and non-wetland jurisdictional waters associated with both vegetated and unvegetated streambed associated with the Laguna Canyon Creek, and riparian vegetation are located within the project area in the Newport Coast LCP. One type of riparian habitat is located within the project area in the coastal zone: southern black willow forest. The portion of the project area that falls within the Newport Coast LCP is a narrow strip of additional right-of-way on the west side of the roadway and contains one Category D ESHA. Category D ESHAs, as described in the Newport Coast LCP, are deeply eroded drainage features that provide little or no riparian habitat value.

In cases of joint state/federal projects, a federal consistency certification is often conducted as part of the CCC coastal development permit review process; however, the consistency certification is still required if a local jurisdiction is issuing a coastal permit. The federal consistency review process was initiated with the circulation of the Draft Environmental Document and coordination is ongoing. Caltrans received comments on the IS/EA and responses (included as part of Appendix I) were sent to the CCC. The federal Consistency Certification for this project will be processed as part of the CDP.

2.1.3.3 Environmental Consequences

Temporary Impacts

Alternative 1 (Build Alternative)

Temporary effects related to construction of the Build Alternative would occur as a result of the proposed improvements. The Build Alternative would include improvements along SR-133, which provides access to the coastal resources protected under the Laguna Beach LCP and the Newport Coast LCP. The Build Alternative would result in temporary impacts to approximately 0.73 acre of land within the Coastal Zone, approximately 0.67 acre of which is in the Laguna Coast LCP and approximately 0.05 acre of which is within the Newport Coast LCP. Construction of the proposed project is anticipated to begin in 2021 and take approximately 26

months. The proposed work may require long-term partial closures. Partial closures would leave one travel lane open for use in both northbound and southbound directions of travel. As a part of the project, the portion of the Build Alternative would be constructed in order to avoid the peak season for coastal access. With implementation of Project Feature PF-LU-4 and Project Feature PF-TR-1, requiring a Transportation Management Plan (TMP), the Build Alternative would not result in temporary indirect or direct adverse effects.

PF-LU-4 **Construction Activities within the Coastal Zone:** Limit construction activities in the portion of the project area within the Coastal Zone between Memorial Day weekend and Labor Day in order to avoid the peak season for coastal access.

In addition, the Build Alternative would result in temporary impacts to 0.11 acre of wetlands within the LCPs. However, implementation of Measures BIO-1 through BIO-11, provided in Section 2.13, Natural Communities, would avoid and/or minimize temporary indirect impacts to wetlands, including those within the LCPs.

Construction of the Build Alternative would result in temporary impacts to water quality during construction activities such as excavation and trenching, soil compaction, cut-and-fill activities, and grading. However, Project Features PF-WQ-1, PF-WQ-2, PF-WQ-3, PF-WQ-4, PF-WQ-5, and PF-WQ-6 would be incorporated to address impacts to water quality.

Permanent Impacts

Alternative 1 (Build Alternative)

The project area for the Build Alternative includes 2.62 acres within the Coastal Zone, of which approximately 2.32 acres lie within the Laguna Coast LCP and of which approximately 0.30 acre lies within the Newport Coast LCP. The Build Alternative would result in permanent impacts to approximately 1.89 acres within the Coastal Zone, approximately 1.65 acres of which is in the Laguna Coast LCP and approximately 0.24 acre of which is within the Newport Coast LCP. Within these permanent impact areas, the Build Alternative would result in permanent impacts to 0.37 acre of wetlands within the LCPs. However, Measure BIO-11, provided in Section 2.13, Natural Communities, would mitigate permanent impacts to wetlands, including those within the LCPs. No agricultural resources are located within the project area, and no impacts to agricultural resources would occur from the Build Alternative. The Build Alternative would increase public access to coastal resources

by improving the bicycle facilities within the corridor. With implementation of Project Feature PF-VIS-1, impacts to the scenic and visual qualities of the coastal area would be minimized by requiring replacement planting of removed vegetation with native plants similar to existing conditions. The Build Alternative would occur within the Federal Emergency Management Agency (FEMA)-designated 100-year floodplain and floodway (Zone AE) and would result in permanent impacts to the floodplain as described in Section 2.7, Hydrology and Floodplain. However, Measures HYD-1, HYD-2, and HYD-3 in Section 2.7, would be implemented to minimize effects from increases in water surface elevation in a FEMA floodplain and changes to velocity in the Laguna Canyon Creek. The Build Alternative would also result in increased impervious surfaces, which may permanently impact water quality within the LCPs. To address the Build Alternative long-term impacts, the project will incorporate Project Features PF-WQ-1 through PF-WQ-6, which would minimize any permanent impacts to water quality. Excavation for some of these construction activities may have the potential to impact paleontological resources, which would be considered a permanent impact. However, Measure PAL-1 would be implemented to minimize effects. Therefore, all permanent impacts to coastal resources protected under the LCPs would be avoided, minimized, and/or mitigated, and no significant effects would occur.

The Build Alternative's consistency with Chapter 3 of the California Coastal Act (Coastal Act) applicable City of Laguna Beach LCP policies in the Land Use and Open Space/Conservation Elements, and applicable Newport Coast LCP policies related to wetlands, agricultural resources, public access, visual resources and community character, ESHAs, water quality, coastal hazards/shoreline development, and archaeological and paleontological resources are provided in Table 2.1.4.

As shown in Table 2.1.4, the Build Alternative is consistent with the goals, policies, and objectives identified in the Coastal Act, Chapter Three, the City of Laguna Beach LCP, and the Newport Coast LCP.

Alternative 2 (No Build Alternative)

Under the No Build Alternative, the proposed improvements identified in the Build Alternative would not be constructed. Recreational bicyclists would continue to utilize the existing Class III bike route along SR-133. Under the No Build Alternative, there would be no permanent effects to coastal recreational facilities or biological/jurisdictional resources; however, permanent water quality effects would continue to occur in the coastal zone, since the proposed Best Management Practices

Table 2.1.4 Coastal Zone Policy Consistency Summary

Policy Area	Consistency Analysis
Wetlands	
<p>Coastal Act Section 30230. Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreation, scientific, and educational purposes.</p> <p>Coastal Act Section 30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</p> <p>Coastal Act Section 30233 (in relevant part).</p> <p>(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:</p> <ol style="list-style-type: none"> (1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities. (2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps. (3) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities. (4) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines. (5) Mineral extraction, including sand for beaches, except in environmentally sensitive areas. (6) Restoration purposes. (7) Nature study, aquaculture, or similar resource dependent activities. 	<p>Inconsistent. The Build Alternative would have temporary impacts to approximately 0.11 acre and permanent impacts to approximately 0.37 acre of inland wetlands in the Coastal Zone. Pursuant to Section 30233, fill of wetlands may only be allowed for a very limited number of uses, such as coastal-dependent facilities, incidental public services, and restoration. Several alternatives have been evaluated and no other design or siting alternative is feasible that meets the purpose and objectives of the project without requiring wetland fill. Impacts would occur adjacent to existing transportation right-of-way and have been avoided to the maximum extent feasible. Avoidance and minimization measures BIO-1 through BIO-10 have been provided to minimize adverse environmental effects. Temporary impacts to wetlands would be restored at a minimum 1:1 ratio after construction is complete. As stated in Measure BIO-11, permanent impacts to riparian habitat would be restored at a minimum 3:1 ratio by purchasing mitigation credits from the San Luis Rey Mitigation Bank.</p>
Agricultural Resources	
<p>Coastal Act Section 30241. The maximum amount of prime agricultural land shall be maintained in agricultural production to assure the protection of the areas' agricultural economy, and conflicts shall be minimized between agricultural and urban land uses through all of the following:</p> <ol style="list-style-type: none"> (a) By establishing stable boundaries separating urban and rural areas, including, where necessary, clearly defined buffer areas to minimize conflicts between agricultural and urban land uses. (b) By limiting conversions of agricultural lands around the periphery of urban areas to the lands where the viability of existing agricultural use is already severely limited by conflicts with urban uses or where the conversion of the lands would complete a logical and viable neighborhood and contribute to the establishment of a stable limit to urban development. 	<p>Consistent. There are no agricultural resources within, adjacent to, or in the vicinity of the project area.</p>

Table 2.1.4 Coastal Zone Policy Consistency Summary

Policy Area	Consistency Analysis
<p>(c) By permitting the conversion of agricultural land surrounded by urban uses where the conversion of the land would be consistent with Section 30250.</p> <p>(d) By developing available lands not suited for agriculture prior to the conversion of agricultural lands.</p> <p>(e) By assuring that public service and facility expansions and nonagricultural development do not impair agricultural viability, either through increased assessment costs or degraded air and water quality.</p> <p>(f) By assuring that all divisions of prime agricultural lands, except those conversions approved pursuant to subdivision (b), and all development adjacent to prime agricultural lands shall not diminish the productivity of such prime agricultural lands.</p> <p>Coastal Act Section 30242. All other lands suitable for agricultural use shall not be converted to nonagricultural uses unless (1) continued or renewed agricultural use is not feasible, or (2) such conversion would preserve prime agricultural land or concentrate development consistent with Section 30250. Any such permitted conversion shall be compatible with continued agricultural use on surrounding lands.</p> <p>Coastal Act Section 30113. "Prime agricultural land" means those lands defined in paragraph (1), (2), (3), or (4) of subdivision (c) of Section 51201 of the Government Code. Section 51201(c) of the California Government Code includes: (1) a rating as class I or class II in the Natural Resource Conservation Service Land use capability classifications; (2) a rating 80 through 100 in the Storie Index Rating; or (3) the ability to support livestock used for the production of food and fiber with an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture; or (4) the ability to normally yield in a commercial bearing period on an annual basis not less than two hundred dollars (\$200) per acre of unprocessed agricultural plant production of fruit- or nut-bearing trees, vines, bushes or crops which have a nonbearing period of less than five years.</p> <p>Coastal Act Section 30243. The long-term productivity of soils and timberlands shall be protected, and conversions of coastal commercial timberlands in units of commercial size to other uses or their division into units of noncommercial size shall be limited to providing for necessary timber processing and related facilities.</p>	
Public Access	
<p>Coastal Act Section 30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.</p> <p>Coastal Act Section 30211. Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.</p> <p>Coastal Act Section 30212.</p> <p>(a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:</p> <p>(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal</p>	<p>Consistent. The proposed project is located three miles inland from the shoreline and would not affect public access to the frontage of a harbor, bay, inlet, estuary, or other navigable water. The Build Alternative is located inland and would not modify existing pedestrian, bicycle, or vehicular access to coastal resources. Upland areas would continue to support coastal recreational uses. Therefore, the Build Alternative is consistent with Section 30223 of the Coastal Act.</p>

Table 2.1.4 Coastal Zone Policy Consistency Summary

Policy Area	Consistency Analysis
<p>resources,</p> <p>(2) adequate access exists nearby, or,</p> <p>(3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway. ...</p> <p>Coastal Act Section 30213. Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.</p> <p>Coastal Act Section 30214.</p> <p>(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:</p> <p>(1) Topographic and geologic site characteristics.</p> <p>(2) The capacity of the site to sustain use and at what level of intensity.</p> <p>(3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.</p> <p>(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.</p> <p>(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution.</p> <p>Coastal Act Section 30220. Protection of certain water-oriented activities Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.</p> <p>Coastal Act Section 30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.</p> <p>Coastal Act Section 30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.</p> <p>Coastal Act Section 30224. Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.</p>	

Table 2.1.4 Coastal Zone Policy Consistency Summary

Policy Area	Consistency Analysis
<p>Coastal Act Section 30252. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.</p>	
Visual Resources and Community Character	
<p>Coastal Act Section 30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.</p> <p>City of Laguna Beach Land Use Element Policy 2.10. Maximize the preservation of coastal and canyon views (consistent with the principle of view equity) from existing properties and minimize blockage of existing public and private views. Best efforts should be made to site new development in locations that minimize adverse impacts on views from public locations (e.g., roads, bluff top trails, visitor-serving facilities, etc.).</p> <p>City of Laguna Beach Land Use Element Policy 9.6. Continue to prohibit new roads or extensions of existing roads that are inconsistent with the Municipal Code and General Plan.</p> <p>City of Laguna Beach Land Use Element Policy 9.14. Pursue funding to complete the undergrounding of utilities along Laguna Canyon Road and Coast Highway.</p> <p>City of Laguna Beach Open Space/ Conservation Element Policy 7-A. Preserve to the maximum extent feasible the quality of public views from the hillsides and along the City's shoreline.</p>	<p>Consistent. The proposed project is located three miles inland from the shoreline. However, Laguna Canyon Road within the project area is designated as a Viewscape Corridor by the County of Orange and a rural scenic highway in the City of Laguna Beach's Scenic Highway Element of the General Plan. El Toro Road is also designated as a Viewscape Corridor by the County of Orange and City of Laguna Beach. The proposed road widening would appear similar to the existing corridor, and the utility undergrounding would improve visibility and enhance the rural character of the site. The check dam and drainage improvements would be located in an area that is below the line of sight for vehicles and is barely visible from the roadway. The drainage improvements would be designed to allow for the establishment of native grasses and shrubs, reducing the visual appearance of the concrete channel. The graded slope has been designed with pockets designed to accommodate native vegetation and would conform to the surrounding topography and aesthetics with native vegetation and hilly terrain. The proposed shoulder widening and utility undergrounding would require the removal of trees and shrubs. In addition, the removal of one mature oak tree may be unavoidable if protection of the oak tree roots is infeasible. However, the removal of some vegetation would expose greater views of the canyon walls and rock outcroppings. In addition, PF-VIS-1 would require replacement planting with native plants similar to existing plant communities to compensate for the loss of existing vegetation in order to preserve the existing visual character and quality of the site. Overall, the Build Alternative has been designed and sited to preserve the visual character of the project area, and would be compatible with the existing visual character. Therefore, the proposed project protects the scenic and visual qualities of the area and is consistent with Section 30251 of the Coastal Act and the applicable policies in the City of Laguna Beach LCP.</p>

Table 2.1.4 Coastal Zone Policy Consistency Summary

Policy Area	Consistency Analysis
Environmentally Sensitive Habitat Area (ESHA)	
<p>Coastal Act Section 30240.</p> <p>(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.</p> <p>(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.</p> <p>Coastal Act Section 30107.5. "Environmentally sensitive area" means any 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.</p> <p>City of Laguna Beach Land Use Element Policy 7.3. Design and site new development to protect natural and environmentally sensitive resources, such as areas of unique scenic quality, public views, and visual compatibility with surrounding uses and to minimize natural landform alterations.</p> <p>City of Laguna Beach Land Use Element Policy 9.8. Avoid the extension of community facilities, roads, and other infrastructures into environmentally sensitive areas when surplus capacities could facilitate or discourage extension of new development detrimental to those areas. Avoid the extension of roads and other infrastructure for the support of cellular/radio communication towers into environmentally sensitive areas and to protect public coastal views whenever feasible.</p> <p>City of Laguna Beach Open Space/ Conservation Element Policy 4F. Ensure that development encourage water conservation, efficient irrigation practices and the use of native or drought tolerant non-invasive plants appropriate to the local habitat to minimize the need for fertilizer, pesticides, herbicides and excessive irrigation. Prohibit the use of invasive plants, and require native plants appropriate to the local habitat where the project is in or adjacent to Environmentally Sensitive Areas (ESAs).</p> <p>Newport Coast LCP Second Amendment Policy 1.3.F.2. PA20C: Vegetation and drainage courses will be modified or eliminated by development. The Open Space Dedication Programs and Riparian Habitat Creation Program mitigates any habitat values lost as a result of such drainage course modification or elimination.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.F.3. PA20C: Construction of Newport Coast Drive, local collectors, and the San Joaquin Hills Transportation Corridor will modify or eliminate vegetation and drainage courses.</p>	<p>Consistent. There is one Category D ESHA in the project area that would be modified. This ESHA is identified within Planning Area (PA) 20C of the Newport Coast LCP. Category D ESHAs, as described in the LCP, are deeply eroded drainage features that provide little or no riparian habitat value. Section I-3-F of the LCP states that this category D ESHA within PA 20C will be modified or eliminated by development. The Build Alternative would temporarily impact approximately 0.05 acre and permanently impact approximately 0.06 acre of this Category D ESHA. The Open Space Dedication Programs and Riparian Creation Programs established for the LCP mitigate any loss of habitat value resulting from modification or elimination of the drainage course or associated vegetation of this Category D ESHA. Temporary impacts to this Category D ESHA will be restored at a 1:1 ratio after construction is complete. Measures BIO-1 through Measure BIO-10 in Section 2.13 would avoid and/or minimize temporary impacts to wetlands. Permanent impacts to this ESHA will be mitigated at a 3:1 ratio by purchasing mitigation credits from the San Luis Rey Mitigation Bank (Measure BIO-11).</p>

Table 2.1.4 Coastal Zone Policy Consistency Summary

Policy Area	Consistency Analysis
<p style="text-align: center;">Water Quality</p> <p>Coastal Act Section 30230. Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreation, scientific, and educational purposes.</p> <p>Coastal Act Section 30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.</p> <p>Coastal Act Section 30232. Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.</p> <p>City of Laguna Beach Land Use Element Policy 7.7. Protect marine resources by implementing methods to minimize runoff from building sites and streets to the City's storm drain system (e.g., on-site water retention).</p> <p>City of Laguna Beach Open Space/ Conservation Element Policy 1A. Require the use of drought-resistant plantings and natural vegetation to reduce irrigation practices.</p> <p>City of Laguna Beach Open Space/ Conservation Element Policy 1J. In order to maintain stable channel sections and the present level of beach sand replenishment, sediment movement in natural drainage channels shall not be significantly changed.</p> <p>City of Laguna Beach Open Space/ Conservation Element Policy 4A. Ensure that development plans and designs incorporate appropriate Site Design, Source Control and Structural Treatment Control Best Management Practices (BMPs), where feasible, to reduce to the maximum extent practicable, pollutants and runoff from the proposed development. Structural Treatment Control BMPs shall be implemented when a combination of Site Design and Source Control BMPs are not sufficient to protect water quality.</p> <p>City of Laguna Beach Open Space/ Conservation Element Policy 4B. Ensure that development minimizes the creation of impervious surfaces, especially contiguously connected impervious areas, or minimizes the area of existing impervious surfaces where feasible.</p> <p>City of Laguna Beach Open Space/ Conservation Element Policy 4C. Ensure that development is designed and managed to minimize the volume and velocity of runoff (including both stormwater and dry weather runoff) to the maximum extent practicable, to avoid excessive erosion and sedimentation.</p>	<p>Consistent. Construction of the Build Alternative would result in temporary impacts to water quality during construction activities such as excavation and trenching, soil compaction, cut and fill activities, and grading. The disturbed area during construction activities are susceptible to high rates of erosion from wind and rain that result in sediment transport in stormwater runoff during rain events. During construction of the Build Alternative, construction waste and trash from construction workers, and increase the potential for spills and leaks of chemicals (i.e., oil spill or leaks from heavy equipment).</p> <p>The Build Alternative would result in a small permanent increase (1.6 acres) of impervious surfaces. The proposed project would not construct additional travel lanes and would not result in additional pollutant loading from vehicles operating on the facility. This permanent increase in impervious surfaces would result in an increase in volume and velocity of stormwater runoff. Stormwater runoff from the project area discharges to Laguna Canyon Creek and ultimately empties into the ocean at Main Beach, where there are currently flooding and degraded water quality conditions. However, under existing conditions, the velocities in Laguna Canyon Creek at this location are erosive. Construction of the concrete check dam would reduce velocities to a non-erosive level. In addition, lining of the existing earthen channel with articulated concrete block will facilitate maintenance of the channel as it gets frequently filled with sediment resulting in inefficient and ineffective storm water conveyance.</p> <p>In addition, the Build Alternative incorporates the following project features in order to minimize impacts to water quality during construction and/or after construction is completed:</p> <ul style="list-style-type: none"> • Project Feature PF-WQ-2: Compliance with the provisions of the NPDES Construction General Permit. • Project Feature PF-WQ-4: Implementation of design pollution prevention and treatment Best Management Practices (BMPs) in accordance with Caltrans' Storm Water Management Program and Plans Preparation Design Guide. • Project Feature PF-WQ-3: Preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which includes erosion control and water quality protection during in-stream construction and post-construction. • Project Feature PF-WQ-6: If dewatering is required, construction site dewatering would comply with General Waste Discharge Requirements from the San Diego Regional Water Quality Control Board.

Table 2.1.4 Coastal Zone Policy Consistency Summary

Policy Area	Consistency Analysis
<p>City of Laguna Beach Open Space/ Conservation Element Policy 4D. Ensure that development and existing land uses and associated operational practices minimize the introduction of pollutants into coastal waters (including the ocean, estuaries, wetlands, rivers, and lakes) to the maximum extent practicable.</p> <p>City of Laguna Beach Open Space/ Conservation Element Policy 4E. Ensure that all development minimizes erosion, sedimentation, and other pollutants in runoff from construction-related activities to the maximum extent practicable. Ensure that development minimizes land disturbance activities during construction (e.g., clearing, grading, and cut-and-fill), especially in erosive areas (including steep slopes, unstable areas, and erosive soils) to minimize the impacts on water quality.</p> <p>City of Laguna Beach Open Space/ Conservation Element Policy 4G. Ensure that all development minimizes erosion, sedimentation and other pollutants in runoff from construction-related activities to the maximum extent practicable. Ensure that development minimizes land disturbance activities during construction (e.g., clearing, grading and cut-and-fill), especially in erosive areas (including steep slopes, unstable areas and erosive soils), to minimize the impacts on water quality.</p> <p>City of Laguna Beach Open Space/ Conservation Element Policy 4H. Require the property owner, homeowner's association or local government, as applicable, to continue the application and maintenance of Source Control and/or Structural Treatment Control BMPs as necessary to reduce runoff pollution, including appropriate construction related erosion and sediment control measures.</p> <p>City of Laguna Beach Open Space/Conservation Element Policy 4J. Promote infiltration of both storm water and dry weather runoff, as feasible, to protect natural hydrologic conditions.</p> <p>City of Laguna Beach Open Space/Conservation Element Topic 8A: Preserve the canyon wilderness throughout the City for its multiple benefits to the community, protecting critical areas adjacent to canyon wilderness, particularly stream beds whose loss would destroy valuable resources.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.I.1. Postdevelopment erosion rates shall approximate the natural or existing rate before development.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.I.2. Areas of disturbed soil shall be reseeded and covered with vegetation; mulches may be used to cover ground areas temporarily; other mechanical or vegetative techniques to control erosion may be used where necessary. Native and/or non-native plant material selected for vegetation shall be consistent with the LCP.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.I.3. Erosion control devices shall be installed in coordination with clearing, grubbing, and grading of upstream construction; the Grading Plan shall describe the location and timing for the installation of such devices and shall describe the parties responsible for repair and maintenance.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.I.4. Erosion control measures for grading and construction undertaken during the period from April 15 to October 15 will be implemented by October 15 and maintained as necessary through April 15. For grading and construction commencing in the period from October 15 to April 15, erosion control measures will be implemented in conjunction with the project in a manner consistent with the County of Orange Grading Code. Erosion control measures for areas not affected by grading and construction are not required.</p>	<p>Therefore, with implementation of Project Features, the Build Alternative would be consistent with the water quality protection policies of the Coastal Act and the applicable policies in the City of Laguna Beach and Newport Coast LCP.</p>

Table 2.1.4 Coastal Zone Policy Consistency Summary

Policy Area	Consistency Analysis
<p>Newport Coast LCP Second Amendment Policy 1.3.J.2. To prevent sedimentation of off-site areas, on-site vegetation shall be maintained where feasible. Vegetation shall be replanted from seed/hydroseed to help control sedimentation where necessary. Native and/or appropriate nonnative plant material selected for vegetation shall be consistent with the LCP.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.J.3. Temporary mechanical means of controlling sedimentation such as hay bales, earth berms, and/or sand-bagging around the site may be used as part of an overall Erosion Control Plan, subject to County approval.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.J.5. Sediment movement in the natural channels shall not be significantly changed in order to maintain stable channel sections and to maintain the present level of beach sand replenishment.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.K.2. Drainage facilities shall be designed and constructed in accordance with the County of Orange Flood Control District Design Manual.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.K.3. Storm runoff water shall be directed to storm drains or suitable water courses to prevent surface runoff from damaging faces of cut and fill slopes.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.K.6. Runoff from development will be conveyed to a natural drainageway or drainage structure with sufficient capacity to accept the discharge.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.K.7. Peak flood discharge rates of storm water flows in the major streams shall not exceed the peak rates of storm water runoff from the area in its natural or undeveloped state unless it can be demonstrated that an increase in the discharge of no more than ten percent of the natural peak rate will not significantly affect the natural erosion/beach sand replenishment process.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.L.2. Grading allowed between October 15 and April 15 shall be subject to the Erosion, Sediment, Runoff, and Grading policies within the LCP and the provisions of the County of Orange Grading Code.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.L.3. Temporary stabilization techniques may be used on areas that will be redisturbed during future construction. Permanent stabilization techniques must be used in all other areas.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.L.4 (partial). Disposal of earthen materials removed during any development operations shall be as follows:</p> <ul style="list-style-type: none"> • Topsoil for later use in revegetation shall be stockpiled on the site in previously designated areas approved by the permit-issuing authority. Runoff from the stockpiled area shall be controlled to prevent erosion. • Other earthen materials shall be disposed at locations approved by the permit-issuing authority. <p>Newport Coast LCP Second Amendment Policy 1.3.L.5. Where construction activities during the rainy season would involve substantial foot or vehicle traffic or stockpiling of materials in a manner that would prevent establishment of temporary vegetation, alternative temporary stabilization methods shall be used.</p>	

Table 2.1.4 Coastal Zone Policy Consistency Summary

Policy Area	Consistency Analysis
<p>Newport Coast LCP Second Amendment Policy 1.3.L.6. All cut-and-fill slopes in a completed development involving grading shall be stabilized through planting of native annual grasses and shrubs or appropriate nonnative plants valuable for erosion protection. All cut-and-fill slopes shall be planted under the direction of a licensed landscape architect, sufficient to provide a mixture of deep-rooted permanent plants and nursery crops valuable for temporary stabilization.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.L.7. Removal of natural vegetation will be limited to graded areas, access/haul roads, and areas required for fuel modification. Construction equipment shall be limited to the approved area to be disturbed except for approved haul roads.</p>	
Coastal Hazards/Shoreline Development	
<p>Coastal Act Section 30253 (in part). New development shall: (a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard. (b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.</p> <p>Coastal Act Section 30235. Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.</p> <p>Coastal Act Section 30236. Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the floodplain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.</p> <p>City of Laguna Beach Land Use Element Policy 9.11. Ensure adequate evaluation of environmental impacts, coastal hazards, rates of erosion, sea level rise, tsunami hazard and safety hazards associated with public facilities and infrastructure improvements.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.L.4 (partial). Disposal of earthen materials removed during any development operations shall be as follows:</p> <ul style="list-style-type: none"> Except for necessary drainage improvements and/or erosion control modifications, no materials shall be placed within the 100-year flood-plain of coastal waters and/or streams. 	<p>Consistent. The proposed project is located three miles inland from the coast and would not involve shoreline development or alteration of the coast. During construction of the Build Alternative, the disturbed area is susceptible to high rates of erosion from wind and rain in stormwater runoff during rain events. Compliance with the provisions of the NPDES Construction General Permit, implementation of design pollution prevention and treatment BMPs, and preparation and implementation of a SWPPP would minimize erosion during construction of the Build Alternative. Under existing conditions, the velocities in Laguna Canyon Creek at this location are erosive. Construction of the concrete check dam would reduce velocities to a non-erosive level.</p> <p>The Build Alternative would have the potential to alter storm flows during construction. With the provision of positive drainage during construction and avoidance of filling designated floodplains, with implementation of Project Features PF-WQ-2, PF-WQ-3, and Measure HYD-1, temporary effects to the floodplain values would not be adverse.</p> <p>The Build Alternative would also involve the placement of structures in the floodplain and floodway, which would change the water surface elevation of the Laguna Canyon Creek by a maximum of 7.55 ft. As the proposed project would result in an increase in water surface elevation exceeding the FEMA zero ft threshold, a Conditional Letter of Map Revision and Letter of Map Revision must be processed through FEMA. However, the 100-year storm events would continue to be contained within the existing channel at this location. In addition, as required by Measure HYD-1, the Build Alternative would be designed to provide adequate conveyance capacity at stream crossings to ensure there is no net increase in velocity.</p> <p>As discussed in Section 3.2.9, the project area is not affected by sea level rise, tsunami or other coastal hazards.</p> <p>The proposed project would minimize risks to life and property and not contribute substantially to erosion. Therefore, the proposed project is consistent with Section 30253 of the Coastal Act and the applicable policies in the City of Laguna Beach General Plan and Newport Coast LCP.</p>

Table 2.1.4 Coastal Zone Policy Consistency Summary

Policy Area	Consistency Analysis
Archaeological and Paleontological Resources	
<p>Coastal Act Section 30244. Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.</p> <p>City of Laguna Beach Land Use Element Policy 12C. Development adjacent to a place, structure or feature found to be of historical significance shall be designed so that the uses permitted and the architectural design will protect the visual setting of the historical site.</p> <p>City of Laguna Beach Land Use Element Policy 12D. Preserve cultural/scientific sites, including geologically unique formations having archaeological significance.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.G.4. Prior to issuance of a grading permit, written evidence shall be provided to the County that a County-certified archaeologist has been retained, shall be present at the pre-grading conference, shall establish procedures for archaeological resources surveillance, and shall establish, in cooperation with the project developer, procedures for temporarily halting or redirecting work to permit the sampling, identification, and evaluation of the artifacts, as appropriate. If additional or unexpected archaeological features are discovered, the archaeologist shall report such findings to the project developer and to the county. If the archaeological resources are found to be significant, the archaeological observer shall determine appropriate actions, in cooperation with the project developer, for exploration and/or salvages. These actions, as well as final mitigation and disposition of the resources shall be subject to the approval of the County.</p> <p>Newport Coast LCP Second Amendment Policy 1.3.H.3. Prior to issuance of a grading permit, the project applicant shall provide written evidence to the County that a County-certified paleontologist has been retained to observe grading activities and salvage fossils, as necessary. The paleontologist shall be present at the pre-grading conference, shall establish procedures for paleontologist resource surveillance, and shall establish, in cooperation with the project developer, procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of the fossils. If major paleontological resources are discovered that require long-term halting or redirecting of grading, the paleontologist shall report such findings to the project developer and the county. The paleontologist shall determine appropriate actions, in cooperation with the project developer, that ensure proper exploration and/or salvage. These actions, as well as final mitigation and disposition of resources, shall be subject to approval by the County. The paleontologist shall submit a follow-up report for approval by the County, which shall include the period of inspection, an analysis of the fossils found, and present repository of the fossils.</p>	<p>Consistent. The proposed project would not impact any previously identified archaeological resources in the project area. Caltrans has consulted with the SHPO and appropriate Native American tribes, and determined that there is no potential for encountering known historic properties, including archaeological sites, within the APE. However, paleontological resources may be potentially affected by the proposed project improvements as some project components are located in or near areas that are sensitive for paleontological resources. Implementation of project components such as construction of the new pavement and drainage features, removal of utility poles, utility undergrounding, and re-grading the existing slope on SR-133 would involve excavation that ranges in depth from one inch to 12 ft. Potential effects on paleontological resources would be avoided or minimized through the preparation of implementation of a Paleontological Mitigation Plan, which would be prepared concurrently with final design plans during the Plans, Specifications, and Estimates phase. Therefore, the project is consistent with Coastal Act Policy 30244 and the applicable policies of the City of Laguna Beach and Newport Coast LCP.</p>

APE = Area of Potential Effects
Coastal Act = California Coastal Act
FEMA = Federal Emergency Management Agency
ft = foot/feet
LCP = Local Coastal Program
NPDES = National Pollutant Discharge Elimination System
PA = Planning Area
SHPO = State Historic Preservation Officer

(BMPs) would not be implemented to improve the quality of stormwater runoff to the Pacific Ocean from the project area.

2.1.3.4 Avoidance, Minimization, and/or Mitigation Measures

Project Features PF-WQ-1, PF-WQ-2, PF-WQ-3, PF-WQ-4, PF-WQ-5, and PF-WQ-6 would be incorporated to address impacts to water quality. Measures HYD-1, HYD-2, and HYD-3 in Section 2.7, Hydrology and Floodplains, would be implemented to minimize effects from increases in water surface elevation in a Federal Emergency Management Agency (FEMA) floodplain and changes to velocity in the Laguna Canyon Creek. Measures BIO-1 through Measure BIO-10 in Section 2.13 would avoid and/or minimize temporary impacts to wetlands. Measure BIO-11 in Section 2.13, Natural Communities, would be implemented to mitigate permanent effects to riparian habitats. Project Feature PF-VIS-1 would also be incorporated to minimize visual effects related to vegetation removal. Potential impacts to paleontological resources would be avoided or minimized through Measure PAL-1.

2.1.4 Parks and Recreational Facilities

The following discussion of park and recreational facilities within the project area is based on the information provided in Appendix A, Resources Evaluated Relative to the Requirements of Section 4(f) and *De Minimis* Determinations (September 2018) and Resources Evaluated Relative to the Requirements of Section 4(f) and *De Minimis* Determinations (Safety Project) (April 2018).

2.1.4.1 Regulatory Setting

The proposed project will affect facilities that are protected by the Park Preservation Act (California Public Resources Code [PRC] Sections 5400-5409). The Park Preservation Act prohibits local and State agencies from acquiring any property, which is in use as a public park at the time of acquisition unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the parkland and any park facilities on that land.

2.1.4.2 Affected Environment

This section discusses parks and recreation facilities, including properties protected under Section 4(f). Potential Section 4(f) properties were identified within 0.5 mile of the proposed project. The study area for the identification of use effects on parks and recreation resources and Section 4(f) properties was defined as an area 0.5 mile from the project limits. Section 4(f) applies to publicly owned public parks, recreation areas, wildlife refuges, and waterfowl refuges. There are two wilderness parks owned

and operated by OC Parks located within the parks and recreation resources study area for the proposed project: Aliso and Wood Canyons Wilderness Park and Laguna Coast Wilderness Park. Both County parks are part of the South Coast Wilderness area (totaling approximately 20,000 acres). The Laguna Laurel Ecological Reserve, a California Department of Fish and Wildlife (CDFW) reserve, is also located within the parks and recreation resources study area for the Build Alternative.

- **Laguna Coast Wilderness Park.** The Laguna Coast Wilderness Park is a designated wilderness area open to the public for recreation, and encompasses approximately 7,000 acres in the San Joaquin Hills surrounding Laguna Beach, California. The park features ridgeline views and the only natural lakes in Orange County, and has some of the last remaining undeveloped coastal canyons in Southern California. The park is part the contiguous approximately 20,000-acre South Coast Wilderness Area, which stretches from Newport Beach to Laguna Niguel and from Irvine to the Pacific Ocean. Park amenities include bicycling and bike trails, equestrian trails, hiking trails, an Interpretive Center, interpretive programs, restrooms, scenic overlook areas, and the Dilley, Willow, and Big Bend staging areas with restrooms and parking, which are located off of SR-133. There is no vehicular access to the park within the project area. Vehicular access is provided to the park via the park entrance at the Nix Nature Center and Dilley staging area to the north of SR-73 or via the Willow Springs and Big Bend Staging Areas to the south of the project area. Trails directly accessible from these staging areas include the Lake, Sunflower, Mariposa, Canyon, Ridge Top, Blackjack, Laurel Canyon, Willow Canyon, and Stagecoach South Trails, as well as numerous connecting trails. The Dilley and Willow Staging Areas are within 0.5 mile of the project area. The following trails within the Laguna Coast Wilderness Park are within 0.5 mile of the proposed project:
 - **Stagecoach South Trail.** Stagecoach South Trail is a 4.2-mile moderate-level trail that is used by hikers, equestrians, and mountain bikers and is predominantly west of SR-133. The trail is accessible from the Dilley, Willow, and Big Bend staging areas.
 - **Laurel Canyon Trail.** Laurel Canyon Trail is a 1.5-mile moderate-level hiking trail that runs along the westerly side of SR-133, traverses to the northwest, and passes under the SR-73, north of the SR-73/SR-133 interchange. The trail is accessible from the Willow Staging Area and the Stagecoach South Trail.

- **Willow Canyon Road Trail.** Willow Canyon Road Trail is a 1.5-mile difficult-level trail that runs along the western side of SR-133. The closest segment of this trail is 0.2 mile east of the proposed project. The trail is accessible from the Willow Staging Area, and from Stagecoach South Trail.
- **Black Jack Trail.** Black Jack Trail is a 0.5-mile difficult-level hiking only trail that runs on the northern side of SR-73. The closest segment of this trail is 0.2 mile north of the proposed project. The trail is accessible from the Dilley Staging Area.
- **Mariposa Trail.** Mariposa Trail is a 0.9-mile moderate-level hiking-only trail that runs along the northern side of SR-73. The closest segment of this trail is 0.3 mile north of the proposed project. The trail is accessible from the Dilley Staging Area.
- **Canyon Trail.** Canyon Trail is a one-mile moderate-level hiking-only trail that runs along the northern side of SR-73. The closest segment of this trail is 0.3 mile north of the proposed project. The trail is accessible from the Dilley Staging Area, and connects to the Sunflower Trail and the Gravel Trail.
- **Ridge Top Trail.** Ridge Top Trail is an easy-level hiking-only trail that runs on the northern side of SR-73. The closest segment of this trail is 0.3 mile north of the project limits. The trail is accessible from the Dilley Staging Area, and connects to the Canyon Trail.
- **Laguna Laurel Ecological Reserve.** The Laguna Laurel Ecological Reserve encompasses approximately 76 acres, and was acquired by CDFW for endangered/protected species habitat protection. This area was designated as an ecological reserve by the California Fish and Game Commission in 1994 and is open to the public for recreational activities. Habitat types within this reserve include Laguna lakes, freshwater marshes, streams with their associated riparian habitat, coastal sage scrub, coastal scrub oak chaparral, and oak woodlands. Resident mammals and raptors inhabit this reserve. Recreational activities available at the Laguna Laurel Ecological Reserve are wildlife viewing and hiking. This Ecological Reserve is located to the east of SR-133 at the SR-133/El Toro Road intersection.
- **Aliso and Wood Canyons Wilderness Park.** The Aliso and Wood Canyons Wilderness Park encompasses approximately 4,500 acres of wilderness and natural open space land, and contains mature oaks, sycamores, elderberry trees, and two year-round streams. The park is home to many rare and endangered plants and animals, and is designated as a wildlife sanctuary. The following trail

within the Aliso and Wood Canyons Wilderness Park is within 0.5 mile of the proposed project.

- **West Ridge Trail.** West Ridge Trail is a two-mile easy-level multi-use trail that runs on the eastern side of SR-133. The closest segment of this trail is 0.4 mile east of the project area. The trail follows the ridgeline between Canyon View Park and Top of the World, and is accessible from either end of the trail. From north to south, the trail can be reached from Cholla Trail, Lynx Trail, Rock-It Trail, and Mathis Canyon Trail.

2.1.4.3 Environmental Consequences

Temporary Impacts

Alternative 1 (Build Alternative)

The project area includes areas within the existing and new right-of-way as well as areas temporarily disturbed during project construction. Construction of the Build Alternative would result in temporary increases in noise and air pollution in the project area, which could affect users at nearby portions of the Stagecoach South Trail, Willow Canyon Trail, Blackjack Trail, Mariposa Trail, Canyon Trail, and Ridgetop Trail in the Laguna Coast Wilderness Park. In addition, temporary increases in noise and air pollution would affect users at Laurel Ecological Reserve and Aliso and Wood Canyons Wilderness Park. Construction activities may intermittently dominate the noise environment in project area and would produce exhaust and fugitive dust emissions. With compliance with Caltrans Standard Specifications for construction, Caltrans Noise Control Requirements, and South Coast Air Quality Management District (SCAQMD) Rule 403, construction-related effects on parks and recreational facilities from noise and air pollution would be minimized. In addition, noise control would be implemented in compliance with Section 14-8.02 of Caltrans “Noise Control Requirements,” as described in Project Feature PF-N-1.

In addition, park users at Stagecoach South Trail, Laurel Canyon Trail, and Laguna Laurel Ecological Reserve, would be exposed to views of cleared vegetation, graded slopes, construction vehicles, equipment, and other materials. These construction activities would be temporary, and the impacts related to views of construction activities would cease after construction is completed. In addition, no staging areas of vehicular access to nearby parks and trails are within the project area, and access to these parks and trails will be maintained during construction. After compliance with Caltrans Standard Specifications for construction, Caltrans Noise Control Requirements, and SCAQMD Rule 403, construction of the proposed project could still inconvenience park and trail users. However, any increases in noise levels and air

pollution would be temporary and would not result in substantial effects to recreational users. As described in Measure N-1, construction activities would be sequenced and construction equipment would be staged in appropriate locations to minimize noise impacts throughout the various phases of construction.

Construction of the Build Alternative would potentially temporarily affect 0.75 acre of parkland at Laguna Coast Wilderness Park adjacent to SR-133, within the project area. These temporary construction effects would be located in the park within property identified for acquisition as a permanent easement by Caltrans and could include removal of vegetation, and use as access by construction vehicles/equipment and storage equipment/materials. Laguna Coast Wilderness Park has multiple owners, such as the City of Laguna Beach, the County of Orange, and the CDFW. The parcels to be acquired on southbound SR-133 (north of El Toro Road) are owned and operated by OC Parks. The acquisition of the parcels on northbound SR-133 (north of El Toro Road) currently shows OC Parks as the fee owner. If that changes during the design phase, Caltrans will continue to coordinate with the City and OC Parks to evaluate the property and follow the necessary procedures. These temporary effects to land within Laguna Coast Wilderness Park would be located in areas without active recreational facilities, and there would be no direct effect on access to the Willow Staging Area (located south of the project area) or recreational trails within the Laguna Coast Wilderness Park. As specified in Project Feature PF-LU-1, all land temporarily used for construction activities would be returned to a condition equal to the pre-construction condition.

PF-LU-1 Restoration of Land Used Temporarily. Before the onset of construction use, the construction contractor shall generate time-stamped photo documentation of the pre-construction conditions of all temporary staging areas. All construction access, mobilization, material laydown, and staging areas would be returned to a condition equal to the pre-construction staging condition. Native vegetation removed during construction activities would be replaced.

Alternative 2 (No Build Alternative)

Under the No Build Alternative, the drainage improvements, safety improvements, shoulder widening, and undergrounding of overhead utilities would not be constructed. There would continue to be a Class III bike route. Therefore, no temporary impacts to parks and recreational uses would occur.

Permanent Impacts

Alternative 1 (Build Alternative)

Implementation of the Build Alternative would require the permanent acquisition of 0.93 acre and the permanent easement of 0.75 acre of land at the edges of Laguna Coast Wilderness Park for additional right-of-way along the existing SR-133. The proposed amount of land to be acquired is approximately 0.02 percent of the total amount of land in Laguna Coast Wilderness Park. Therefore, permanent effects would be minimal compared to the overall size of Laguna Coast Wilderness Park. Furthermore, because the affected parcels are at the edge of the park adjacent to SR-133, the permanent acquisition would occur outside of active recreational areas and would not affect the rest of the Laguna Coast Wilderness Park.

Caltrans requires a federal land transfer on all federal-aid projects on public lands. Additionally, Caltrans would provide compensation for any permanent acquisitions of property from publicly owned parks, as specified in Project Feature PF-LU-2. Furthermore, no permanent alteration to any existing trails or recreational facilities would be required for the acquisition of land along SR-133. Project Feature PF-LU-3 would ensure that all permanent acquisitions/easements would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). Refer to the Section 4(f) analysis for more information regarding impacts to parks and recreational resources.

PF-LU-2

Compensation for Publicly Owned Parks Under the California Park Preservation Act: Per California Public Resources Code Division 5, Chapter 2.5, Section 5401 of the California Park Preservation Act, the California Department of Transportation (Caltrans) would provide compensation or land, or both, for all permanent acquisitions of property from publicly owned parks, consistent with the requirements of the California Park Preservation Act of 1971. The California Park Preservation Act requires that the compensation or land, or both, for the taking of the parkland and facilities be equal to one of the following:

- The cost of acquiring substitute parkland of comparable characteristics, substantially equal size, and condition; or
- Substitute parkland of comparable characteristics, substantially equal size, and condition; or

- Any combination of substitute parkland and compensation in an amount sufficient to provide substitute parkland of comparable characteristics, substantially equal size, and condition.

During the right-of-way acquisition process, Caltrans would consult with the public agency with jurisdiction over any publicly owned park from which Caltrans requires permanent acquisition of property regarding the specific conditions of acquisition and compensation for.

PF-LU-3

Permanent Acquisition of Property from Parks and Recreation Resources. All permanent acquisition of property for the proposed project, including any federally funded improvements, will be conducted by Caltrans in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) of 1970 as amended. The Uniform Act establishes minimum standards for federally funded programs and projects that require the acquisition of real property. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects. The conditions of acquisition and compensation for the project improvements will be developed by Caltrans in consultation with the officials with jurisdiction of each affected property.

OC Parks has concurred on the description of the existing conditions, the analysis of project effects, the measures to minimize harm with other suggested measures, and the Section 4(f) *de minimis* determination on September 20, 2018. All consultation documentation from OC Parks is included in Attachment B of Appendix A.

PR-1

To ensure that the project does not result in a net loss of Reserve acreage or function and thus is consistent with the Central-Coastal Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), Caltrans has committed to work with the Natural Communities Coalition and signatories to the NCCP/HCP to add to the Reserve habitat that is of equivalent to or greater than the habitat removed from the

Reserve, both in terms of acreage and habitat quality. This boundary modification to the Reserve must be completed prior to project implementation for the project to be consistent with the NCCP/HCP.

PR-2

Existing coast live oak trees (*Quercus agrifolia*) within the project's limit of disturbance shall be protected in place. A qualified arborist shall be retained to develop tree protection measures to minimize impacts to the existing tree root systems during construction. OC Parks understands that recent design revisions including removal of one Utility Company Access Point (UCAP) at Station 121+00, in the southbound direction south of El Toro Road, has the potential to reduce impacts to oak trees within the project area. Caltrans will continue to coordinate with OC Parks throughout the project design process and agrees to employ a qualified arborist to monitor activities impacting oak trees during construction.

PR-3

The subject project, as described in the initial environmental review, called for a 10-foot-high retaining wall with cable fencing along the westerly edge of the roadway abutting Laguna Coast Wilderness Park. OC Parks provided comment that the retaining wall, as originally contemplated as part of Alternative 2, the Build Alternative, constituted a moderate-to-high visual impact and therefore, could not concur with a finding of *de minimis* impact. Caltrans subsequently performed a geotechnical analysis and found that the wall could be eliminated by contour grading the natural sandstone slope. At the request of OC Parks, due to potential impacts to up to 14 oak trees in the grading area, Caltrans has re-evaluated this approach and is now proposing a hybrid/combination option that would include a low retaining wall/minimal slope grading solution to further reduce impacts to oak trees in this area. Caltrans will contour grade the slope to create naturalistic undulating slopes to mimic the surrounding natural terrain. During final engineering design, Caltrans will continue to coordinate with OC Parks to finalize details of this hybrid/combination option. Additionally, OC Parks remains

concerned about potential viewshed impacts from the Stagecoach South Trail due to the potential for native vegetation disturbance/removal. Caltrans shall mitigate any such disturbance by replanting/revegetating the area of concern with native vegetation, to the satisfaction of OC Parks.

PR-4

Caltrans shall install new boundary fencing to match existing cable strand fencing. Caltrans will revegetate the graded slope with appropriate native habitat and ensure plant species are established with a minimum five-year plant establishment period, including exotic plant species removal and re-application of native seed and/or replanting of container plants as necessary. Temporary irrigation will be required, and removed following plant establishment.

PR-5

OC Parks supports Caltrans' efforts to coordinate with SCE to accomplish utility relocations and utility undergrounding within Caltrans right-of-way, in order to minimize impacts to natural resources. Reducing the project's footprint may also serve to reduce Caltrans' mitigation requirements, in particular riparian habitat for which mitigation opportunities are limited.

PR-6

The project proposes to add an additional 12-foot travel lane and an 8-foot shoulder for southbound SR-133 in front of the existing driveway for the Laguna Coast Wilderness Park Willow Canyon Staging Area. OC Parks has notified Caltrans of its concerns regarding the added safety risk associated with staff and park vehicle turn movements to and from the driveway to navigate the additional travel lanes. Caltrans will review safety issues at the Willow Canyon Staging Area and incorporate appropriate safety features as needed. Such features shall not include a no-left-turn requirement for vehicles entering and exiting the staging area. Caltrans shall allow for a portion of the bike lane/shoulder near the Willow Canyon Staging Area driveway to be used for vehicles entering and exiting the staging area.

PR-7 The existing Laguna Coast Wilderness Park monument sign near the Willow Canyon Staging Area driveway may be impacted by the project. Should the sign need to be relocated due to project construction, Caltrans shall relocate the sign to a location approved by OC Parks. (This measure has been incorporated into the project design as part of Component 3.)

PR-8 Caltrans agrees to improve the Willow Canyon Staging Area driveway apron by installing asphalt pavement in area of the existing decomposed granite in order to improve safety for vehicular ingress and egress. (This measure has been incorporated into the project design as part of Component 3.)

Refer to Appendix A, the Section 4(f) analysis of this document, for detailed information regarding impacts to parks and recreational resources.

Alternative 2 (No Build Alternative)

Under the No Build Alternative, the proposed improvements identified in the Build Alternative would not be constructed. Recreational bicyclists would continue to utilize the existing Class III bike route along SR-133. Under the No Build Alternative, there would be no permanent impacts to parks and recreational uses.

2.1.4.4 Avoidance, Minimization, and/or Mitigation Measures

With incorporation of Project Features PF-LU-1, PF-LU-2, and PF-LU-3, and Measures PR-1 through PR-8, no additional avoidance, minimization, and/or mitigation measures would be necessary.