



PUBLIC REVIEW DRAFT • MARCH 2021



INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

YORBA LINDA HILLS – HOFF

Michael Baker
INTERNATIONAL

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**PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

Yorba Linda Hills – Hoff

Lead Agency:

CITY OF Yorba Linda
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March 2021

JN 180967

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TABLE OF CONTENTS

1.0	Introduction	1-1
1.1	Statutory Authority and Requirements	1-1
1.2	Purpose	1-1
1.3	Consultation	1-2
1.4	Incorporation by Reference	1-2
2.0	Project Description	2-1
2.1	Project Location	2-1
2.2	Environmental Setting	2-1
2.3	Background and History	2-4
2.4	Project Characteristics	2-5
2.5	Phasing/Construction	2-7
2.6	Agreements, Permits, and Approvals	2-11
3.0	Initial Study Checklist	3-1
3.1	Background	3-1
3.2	Environmental Factors Potentially Affected	3-2
3.3	Evaluation of Environmental Impacts	3-2
4.0	Environmental Analysis	4.1-1
4.1	Aesthetics	4.1-1
4.2	Agriculture and Forestry Resources	4.2-1
4.3	Air Quality	4.3-1
4.4	Biological Resources	4.4-1
4.5	Cultural Resources	4.5-1
4.6	Energy	4.6-1
4.7	Geology and Soils	4.7-1
4.8	Greenhouse Gas Emissions	4.8-1
4.9	Hazards and Hazardous Materials	4.9-1
4.10	Hydrology and Water Quality	4.10-1
4.11	Land Use and Planning	4.11-1
4.12	Mineral Resources	4.12-1
4.13	Noise	4.13-1
4.14	Population and Housing	4.14-1
4.15	Public Services	4.15-1
4.16	Recreation	4.16-1
4.17	Transportation	4.17-1
4.18	Tribal Cultural Resources	4.18-1
4.19	Utilities and Service Systems	4.19-1
4.20	Wildfire	4.20-1
4.21	Mandatory Findings of Significance	4.21-1
4.22	References	4.22-1
4.23	Report Preparation Personnel	4.23-1



5.0 Consultant Recommendation	5-1
6.0 Lead Agency Determination.....	6-1

APPENDICES

- A. Air Quality/GHG/Energy Analysis
- B. Biological Resources Reports
- C. Cultural/Paleontological Resources Assessment
- D. Geotechnical Investigation
- E. Hydrology Study and WQMP
- F. Noise Analysis
- G. Transportation Assessment
- H. Utility Correspondence



LIST OF EXHIBITS

Exhibit 2-1	Regional Vicinity	2-2
Exhibit 2-2	Site Vicinity	2-3
Exhibit 2-3	Conceptual Site Plan	2-6
Exhibit 2-4	General Plan Land Use Map	2-8
Exhibit 2-5	Zoning Map	2-9
Exhibit 2-6	Proposed Tentative Parcel Map	2-10
Exhibit 4.1-1	Key View Locations Map	4.1-3
Exhibit 4.1-2	Key View 1 – Existing and Proposed Condition.....	4.1-5
Exhibit 4.1-3	Key View 2 – Existing and Proposed Condition.....	4.1-6

LIST OF TABLES

Table 4.1-1	Municipal Code Consistency Analysis Governing Scenic Quality	4.1-7
Table 4.3-1	Construction Related Emissions.....	4.3-5
Table 4.3-2	Long-Term Air Emissions	4.3-7
Table 4.3-3	Localized Significance of Emissions.....	4.3-10
Table 4.6-1	Energy Consumption	4.6-2
Table 4.8-1	Estimated Greenhouse Gas Emissions	4.8-6
Table 4.8-2	Project Consistency with the 2017 Scoping Plan	4.8-7
Table 4.8-3	Project Consistency with the 2020-2045 RTP/SCS.....	4.8-10
Table 4.11-1	General Plan Land Use Consistency Analysis	4.11-2
Table 4.11-2	Yorba Linda Hills PD Development Standards Consistency Analysis	4.11-5
Table 4.13-1	City of Yorba Linda Land Use Compatibility for Community Noise Environments	4.13-2
Table 4.13-2	Noise Measurements.....	4.13-5
Table 4.13-3	Maximum Noise Levels Generated by Construction Equipment	4.13-6
Table 4.17-1	Project Trip Generation	4.17-2
Table 4.19-1	YLWD Total Water Demand Projections	4.19-3
Table 4.19-2	Normal Year Supply and Demand Comparison.....	4.19-3
Table 4.19-3	Single Dry Year Supply and Demand Comparison.....	4.19-3
Table 4.19-4	Multiple Dry Year Supply and Demand Comparison	4.19-4
Table 4.19-5	Landfills Serving the City.....	4.19-5



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MITIGATED NEGATIVE DECLARATION AND TECHNICAL APPENDICES ON CD



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1.0 INTRODUCTION

The Yorba Linda Hills – Hoff Project (herein referenced as the “project”) proposes a General Plan Amendment, Zone Change, and Tentative Parcel Map in order to construct an approximate 15,000 gross square-foot Tuscan-style single-family home on approximately 1.92 acres of the 41.52-acre project site; refer to [Section 2.0, *Project Description*](#). Following a preliminary review of the proposed project, the City of Yorba Linda (City) has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code Section 21000-21177) and pursuant to California Code of Regulations Section 15063, the City of Yorba Linda, acting in the capacity of Lead Agency under CEQA, is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration for that project. Such determination can be made only if “there is no substantial evidence in light of the whole record before the Lead Agency” that such impacts may occur (Public Resources Code Section 21080(c)).

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not; however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and/or other discretionary approvals would be required.

The environmental documentation is subject to a public review period. During this review, public agency comments on the document relative to environmental issues should be addressed to the City. Following review of any comments received, the City will consider these comments as a part of the project’s environmental review and include them with the Initial Study documentation for consideration by the City.

1.2 PURPOSE

CEQA Guidelines Section 15063 identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include:

- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.



1.3 CONSULTATION

As soon as a Lead Agency (in this case, the City of Yorba Linda) has determined that an Initial Study would be required for the project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the project, to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study and are incorporated into this document by reference. The documents are available for review at the City of Yorba Linda Community Development Department located at 4845 Casa Loma Avenue, California 92886, and on the City's website, as indicated below for each document.

- 2016 Yorba Linda General Plan (adopted October 2016). The 2016 Yorba Linda General Plan (General Plan) sets forth the City's policies regarding the types and locations of future land uses and activities. It describes the desired character and quality of development as well as the process for how development should proceed now and in the future. The General Plan reflects the aspirations and values of Yorba Linda's residents and their elected representatives. The General Plan includes the following elements: Land Use, Circulation, Economic Development, Housing, Historic Resources, Open Space & Recreation Resources, Conservation, Public Health & Safety, Public Services, and Noise. Each element provides goals, policies, and implementation measures. This document is accessible at: <https://www.yorbalindaca.gov/337/General-Plan>.
- City of Yorba Linda Municipal Code (current through Ordinance No. 2020-1080, enacted 1991). The Yorba Linda Municipal Code (Municipal Code) establishes standards, consistent with the City's General Plan, that regulate land uses and development throughout the City to ensure compatibility of land uses and to avoid issues associated with incompatibility. The Municipal Code is intended to protect, promote, and enhance the public health, safety, and general welfare for people living and working within the City. The Municipal Code promotes compatibility between the natural and built environment and ensures compatibility with corresponding General Plan land use designations and intensities. It also promotes the development of a safe, effective circulation and transportation network that accommodates the needs of all modes of transportation. This document is accessible at: <http://qcode.us/codes/yorbalinda/>.
- 2016 Yorba Linda General Plan Draft Environmental Impact Report (certified November 2016). The 2016 Yorba Linda General Plan Draft Environmental Impact Report (State Clearinghouse Number [SCH No.] 2016031025) (General Plan EIR) contains analysis of environmental impacts related to buildout of the General Plan. The General Plan EIR concluded potentially significant environmental impacts in these topical areas: air quality, biological resources, greenhouse gases, land use and planning, noise, public services, and Transportation and Traffic. This document is accessible at: <https://www.yorbalindaca.gov/341/Environmental-Documents>.



2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The City of Yorba Linda (City) is located in the northeastern portion of the County of Orange; refer to Exhibit 2-1, Regional Vicinity. Unincorporated areas of Orange County and the Chino Hills State Park are located to the north and east, the cities of Anaheim and Orange are to the south, Placentia and Fullerton are to the west, and Brea is situated to the northwest.

The proposed Yorba Linda Hills - Hoff (project) site is approximately 41.52 acres (Assessor's Parcel Numbers [APNs] 326-021-50 and 350-331-06) and is located to the west of the Fairmont Boulevard and Little Canyon Lane intersection; refer to Exhibit 2-2, Site Vicinity. Regional access to the project site is provided via State Route 91 (SR-91), State Route 55 (SR-55), and State Route 90 (SR-90). Local access to the project site is provided via Fairmont Boulevard and Rim Crest Drive.

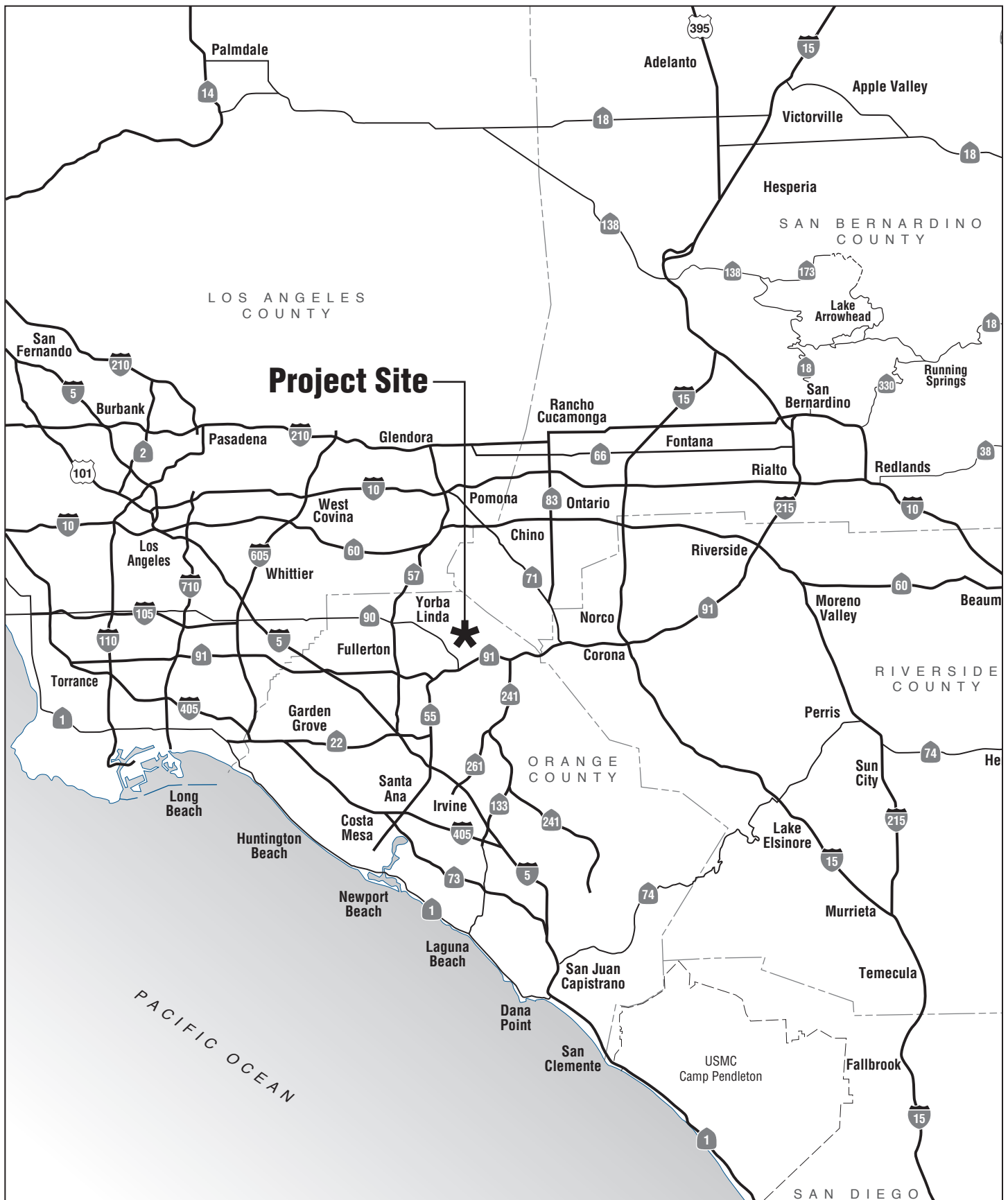
2.2 ENVIRONMENTAL SETTING

The project site consists of two APNs just south of the Chino Hills State Park, mostly characterized by undeveloped hillside. APN 326-021-50 is an irregularly key-shaped 41.21-acre property, extending from Little Canyon Lane to Blue Gum Drive and accessible via Rim Crest Drive and Black Forest Lane. APN 350-331-06 is a small, 0.31-acre parcel fronting Fairmont Boulevard. It is acknowledged that the Yorba Linda Water District owns a 1.12-acre fee parcel and associated access easements in the eastern portion of the project site; refer to the parcel outlined in red on Exhibit 2-2. This Yorba Linda Water District property is considered off-site and is developed with a water reservoir, which is not a part of the proposed project. It is acknowledged that the City of Yorba Linda has landscape maintenance easements on the south and southwestern portions of APN 326-021-50, and Southern California Edison (SCE) maintains an easement within the eastern portion of the project site. While SCE maintains this easement, no electrical facilities exist on-site.

The site consists of various canyons sloping upwards from south to north, with elevations ranging from approximately 800 to 1,050 feet above mean sea level (msl), representing an approximately 250-foot change in elevation. Nonnative grasses such as black mustard (*Brassica nigra*), garland chrysanthemum (*Glebionis coronaria*), and long-stemmed filaree (*Erodium botrys*) are the dominant vegetation present throughout the project site. Native vegetation on-site primarily consists of coastal sage scrub communities such as brittle bush, California brittle bush scrub, and coast prickly pear scrub. The site has been disturbed on the eastern, south-central, and western portions of the project site due to installation of utility roads serving the Yorba Linda Water District's property, annual vegetation management associated with fuel modification zones for SCE, and landscape maintenance by the City of Yorba Linda. A number of ornamental trees are scattered along the southern perimeter and the southeastern most corner of the project site, adjacent to the Yorba Linda Water District property.

GENERAL PLAN LAND USE DESIGNATION AND ZONING

Based on the City's 2016 *General Plan Land Use Map*, the majority of the project site is designated Open Space-General (OS-G) and a small portion of the site is designated Residential-Medium (R-Medium). Based on the *City of Yorba Linda Official Zoning Map*, the project site is zoned Planned Development (PD), a special purpose zone. According to the *PD-11 Yorba Linda Hills Planned Development Zone Sub-Areas* map, the majority of the project site is located in Area D (Open Space [OS]), and the smaller portion is located in Area A (Residential Suburban [RS]), within the Yorba Linda Hills Planned Development (Yorba Linda Hills PD) Zone.



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Regional Vicinity

Exhibit 2-1



Source: Google Earth Pro, October 2020

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- Project Site
- Not a Part; Located Off-Site

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Site Vicinity

Exhibit 2-2



It is acknowledged that the off-site Yorba Linda Water District property is designated OS-G and zoned Yorba Linda Hills PD Area D (OS).

SURROUNDING LAND USES

Surrounding land uses include a mixture of residential and open space uses. Specifically, land uses surrounding the project site include:

North: Undeveloped open space (the Chino Hills State Park) is located to the north of the project site within an unincorporated area of Orange County, designated Open Space Reserve¹ and zoned Open Space (OS)²;

East: Single-family residential uses, designated R-Medium and zoned Yorba Linda Hills PD Area A (RS), are located to the east of the project site;

South: Single-family residential uses, designated R-Medium and zoned Yorba Linda Hills PD Areas A (RS) and B (Duplexes) are located to the south of the project site; further south, estate residential uses are present and designated R-Medium and zoned Yorba Linda Hills PD Area C (Residential Estate [RE]); and

West: Single-family residential uses, designated R-Medium and zoned Yorba Linda Hills PD Area B (Duplexes), are located to the west of the project site; open space land designated OS-G and zone Yorba Linda Hills PD Area E (Church) is located further east.

2.3 BACKGROUND AND HISTORY

In August 1980, the City Council approved a pre-annexation Zone Change through Ordinance No. 391 to establish the Yorba Linda Hills Planned Development (PD) zone which utilized three land use classifications (Residential Estate [RE], Residential Suburban [RS], and Open Space [OS]) on what was referred to as the Baldwin property. Zone Change through Ordinance No. 391 would allow for the development of 465 dwelling units within the Yorba Linda Hills PD. Since that time, several revisions have been made to the Yorba Linda Hills PD, including Zone Change 83-02 and Zone Change 83-08, which allowed for the creation of what is now referred to as Area B (Duplexes) and increased the total number of dwelling units permitted within the Yorba Linda Hills PD to be 619 dwelling units.

As detailed above, the majority of the project site is located in Area D (OS), and the smaller portion is located in Area A (RS) of the Yorba Linda Hills PD. According to the City's *Planned Development Summaries* Table 11.1, *Development Standards*,³ Area D (OS) does not allow for residential development, and Area A (RS) allows for a minimum of 10,000 square feet of building site area. As such, a proposed single-family estate (larger than 10,000 square feet) within the Yorba Linda Hills PD must be zoned Area C (RE), which allows for a minimum of 15,000 square feet of building site area. It is acknowledged that, as currently approved, Area C (RE) has a residential capacity of 10 homes. There are currently nine (9) residential lots in Area C (RE), which allows for one additional residence to be added into Area C (RE) without increasing the residential capacity of the Yorba Linda Hills PD planning area.

¹ Orange County, Orange County General Plan Land Use Element Map, dated August 23, 2015.

² Orange County, *Zoning, Unincorporated County of Orange, California*, dated March 1, 2016.

³ City of Yorba Linda, *Planned Development Summaries, Table 11.1, Development*

Standards, [https://www.yorbalindaca.gov/DocumentCenter/View/3111/Planned-Development Summaries](https://www.yorbalindaca.gov/DocumentCenter/View/3111/Planned-Development_Summaries), accessed December 7, 2020.



2.4 PROJECT CHARACTERISTICS

The project proposes a General Plan Amendment, Zone Change, and Tentative Parcel Map in order to construct an approximate 15,000 gross square-foot Tuscan-style single-family home on approximately 1.92 acres of the 41.52-acre project site; refer to Exhibit 2-3, Conceptual Site Plan.

PROPOSED RESIDENTIAL DEVELOPMENT

The project would construct an approximate 15,000 gross square-foot residence in the central-eastern portion of the project site. It is anticipated that the proposed residence would have Tuscan-style architecture and feature a main house, attached garage, utility garage, courtyard, pool, detached guest house and associated garage, and paved access driveway from Fairmont Boulevard. The project proposes to utilize grading techniques in order to set the proposed residence and accessory structures into the sloped hillside, rather than atop. No retaining walls are proposed as part of the project. Although the design of the home has not been finalized, the proposed residential development is not anticipated to exceed the City's 35-foot (or two stories, whichever is less) maximum building height requirement, as measured from above natural/finished grade. The single-family home would include a variety of neutral earth tones (beiges, browns, and clay colors) as exterior building colors. However, it is acknowledged that this concept is subject to change as part of the project's Design Review process, by the Planning Commission in accordance with the development criteria, and standards established by the Yorba Linda Zoning Ordinance, which would occur at a later date as part of subsequent approvals for the project.

The residence would be accessed via a proposed 1,145-foot long paved driveway along the northeast boundary (building frontage) of the residential development, extending northwest then south and southeast to connect to Fairmont Boulevard; refer to Exhibit 2-3. The paved driveway would include a driveway turnaround area to ensure proper emergency access. Specifically, the driveway would be designed in accordance with the standards set forth in the Orange County Fire Authority's (OCFA's) Guideline B-09 (Fire Master Plans for Commercial & Residential Development) or provide an alternative means and method to minimize the risks to wildfire. As such, the project would be conditioned to include the following OCFA-approved features:

- Install appropriate turnarounds/hammerheads for on-site access;
- Cul-de-sac must have a minimum turning radius of 40 feet with no parking allowed for on-site emergency access;
- A new on-site fire hydrant;
- All proposed water lines must meet all OCFA fire flow requirements;
- An on-site fire sprinkler system throughout the on-site structure; and
- All proposed landscaping would be subject to fuel modification requirements.

Utilities and Services

The following utilities and services would serve the project site:

Water. The proposed residential development would be served by the Yorba Linda Water District from existing water facilities within Fairmont Boulevard. A private water system would be constructed on-site.

Sewer. Yorba Linda Water District also provides sanitary sewer services to the project site via existing sewer lines within Fairmont Boulevard. A private sewer system would be constructed on-site.



Source: King Civil Engineering Corp, November 12, 2020

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Conceptual Site Plan

Exhibit 2-3



Drainage. The project proposes to follow the same drainage flow patterns as the existing conditions. Runoff flowing into the southerly residential area would be captured by a v-gutter that would carry the runoff into the City storm drain system in Fairmont Boulevard. Storm runoff atop the proposed structure would be collected via roof drains and area drains before flowing into the proposed driveway. All runoff on the driveway would flow into a BioClean Modular Wetland System for biofiltration treatment before flowing into the existing v-ditch on the south side of the residential development and eventually, outlet into Fairmont Boulevard.

Dry Utilities. Sempra Utilities and Southern California Edison provide natural gas and electricity services to the project site, respectively, while AT&T and Charter Communication (Spectrum) provide telecommunication services.

General Plan Amendment

The project proposes a General Plan Amendment to change a portion of the project site's existing General Plan land use designation from the current OS-G and R-Medium to Residential Low (R-Low). The remainder of the surrounding acreage would retain the existing General Plan land use designation of OS-G; refer to Exhibit 2-4, General Plan Land Use Map.

Zone Change

The project proposes a Zone Change to change the zone boundaries of a portion of the project site from Yorba Linda Hills PD Area A (RS) and Area D (OS) to Area C (RE) to permit the construction of one (1) single family residence with a deed restriction on the remaining acreage to preserve the land as open space area or public facility use; refer to Exhibit 2-5, Zoning Map.

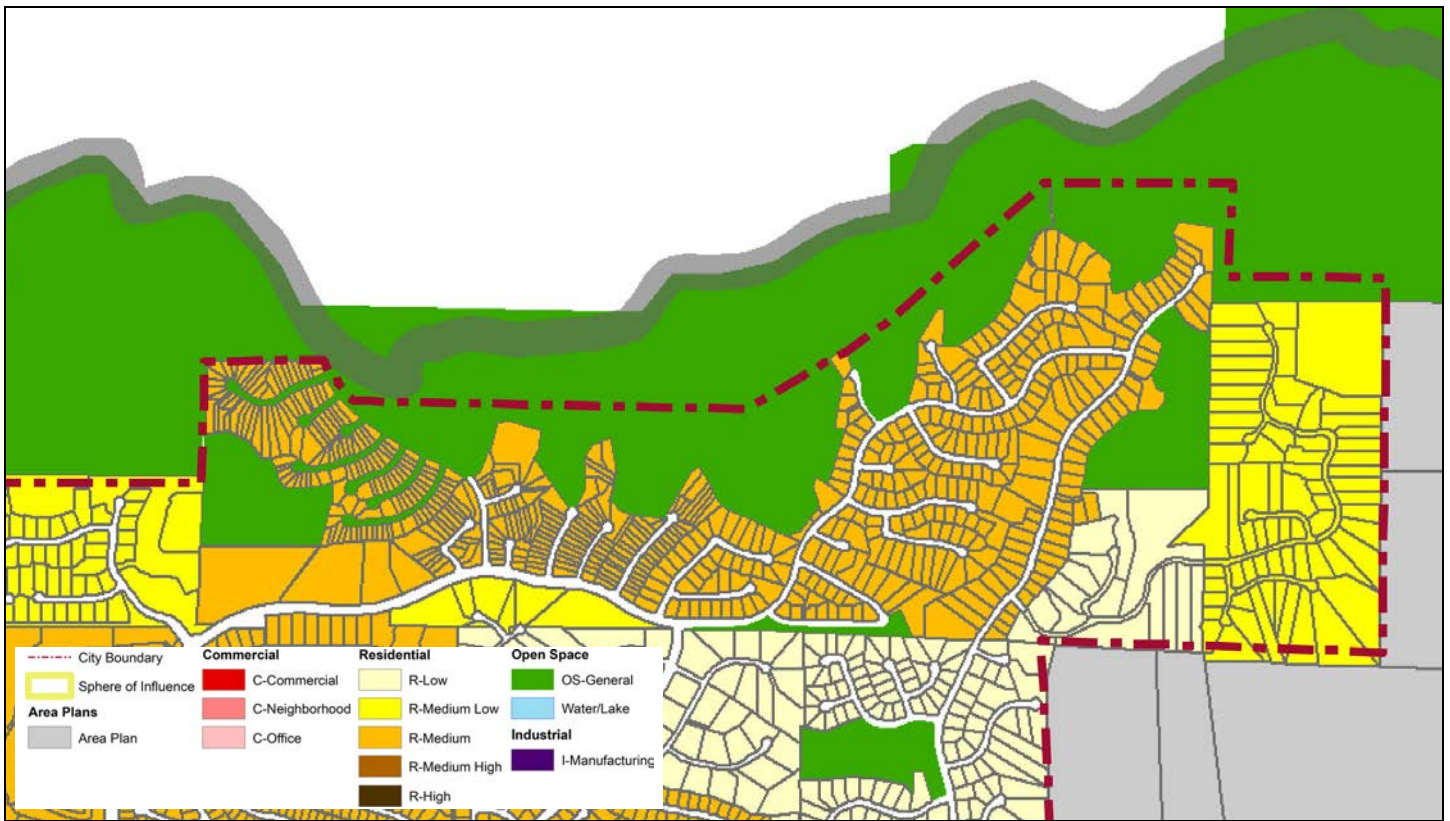
Tentative Parcel Map

Tentative Parcel Map No. 2020-125 would reconfigure the project site into three parcels (Parcels "1", "A", and "B"); refer to Exhibit 2-6, Proposed Tentative Parcel Map. The proposed parcels are detailed as follows:

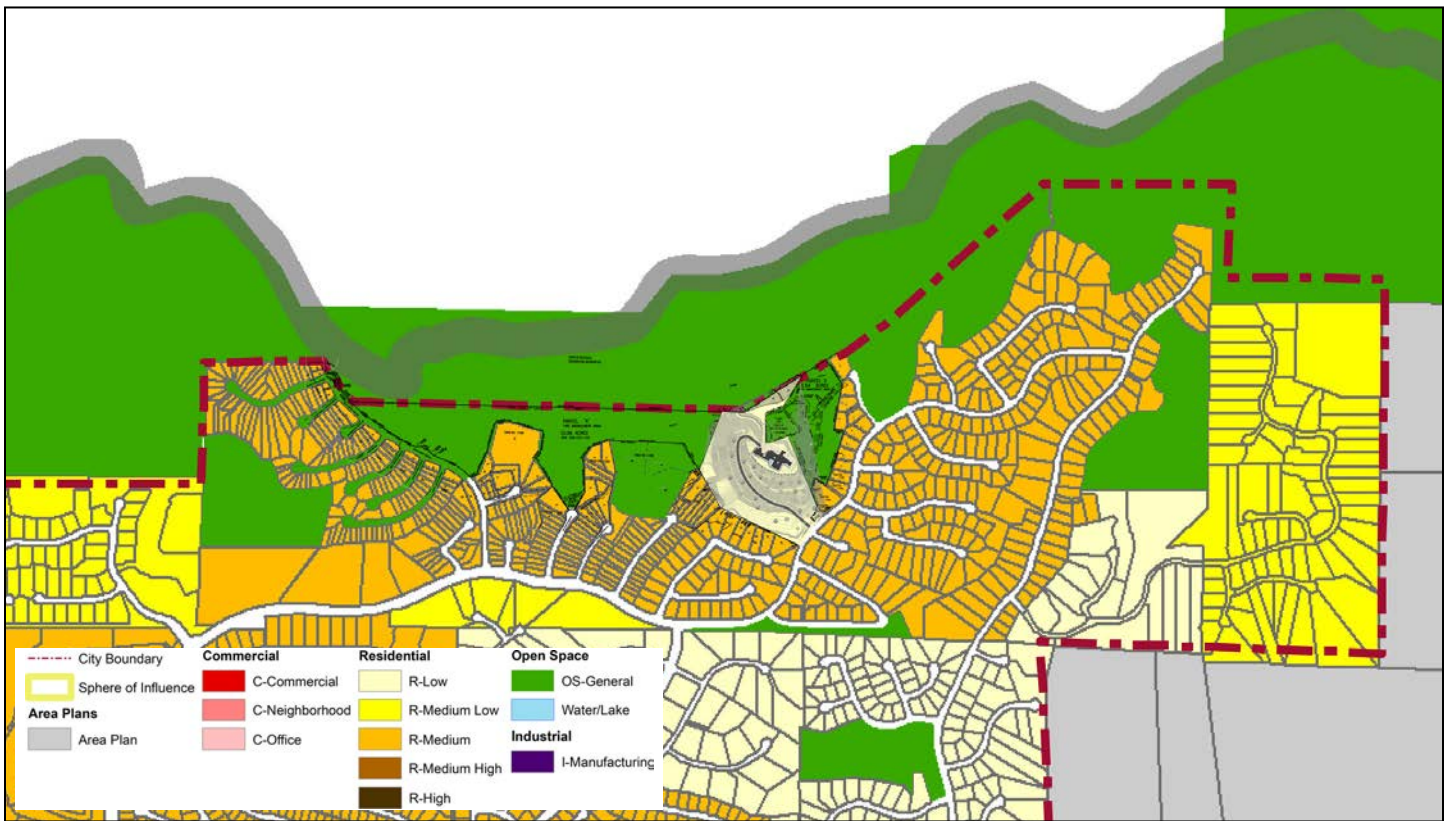
- Parcel "1". Parcel "1" would be the center parcel where the proposed single-family home would occur. This 13.91-acre parcel would be re-designated as R-Low.
- Parcel "A". The westernmost 20.86-acre parcel that would retain its land use designation as OS-G. Parcel "A" would remain as open space and would be subject to permanent deed restriction to maintain the area as open space only.
- Parcel "B". Parcel "B" would be located east of Parcel "1" and the existing Yorba Linda Water District's fee parcel, and would include the existing maintenance access road. The 6.77-acre parcel would also remain as open space and be deed restricted for open space and public facility purposes. It is acknowledged that the Yorba Linda Water District has expressed interest in acquiring this parcel. However, no project has been proposed at this parcel at this time. Should a future project sponsored by the Yorba Linda Water District come forth, said proposal would be a separate project under CEQA and subject to a separate CEQA process.

2.5 PHASING/CONSTRUCTION

Construction activities are anticipated to occur in one phase for a total of nine months. Grading activities would occur for the first month with construction activities occurring for the remaining eight months. Project earthwork includes approximately 180,983 cubic yards of cut and 184,930 cubic yards of fill, which would require about 3,947 cubic yards of export.



Existing



Proposed

Source: Shiftovation, April, 2020

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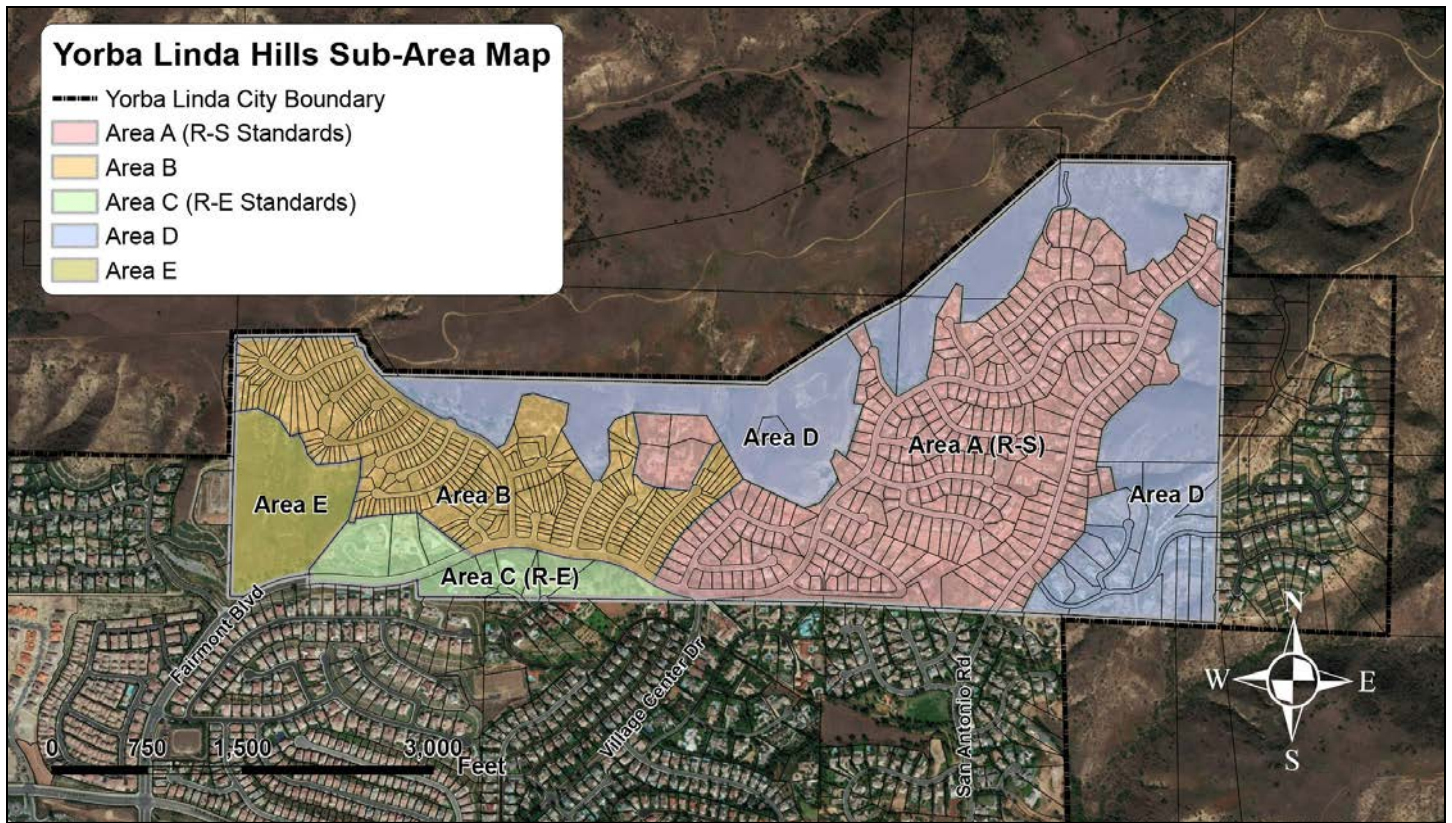
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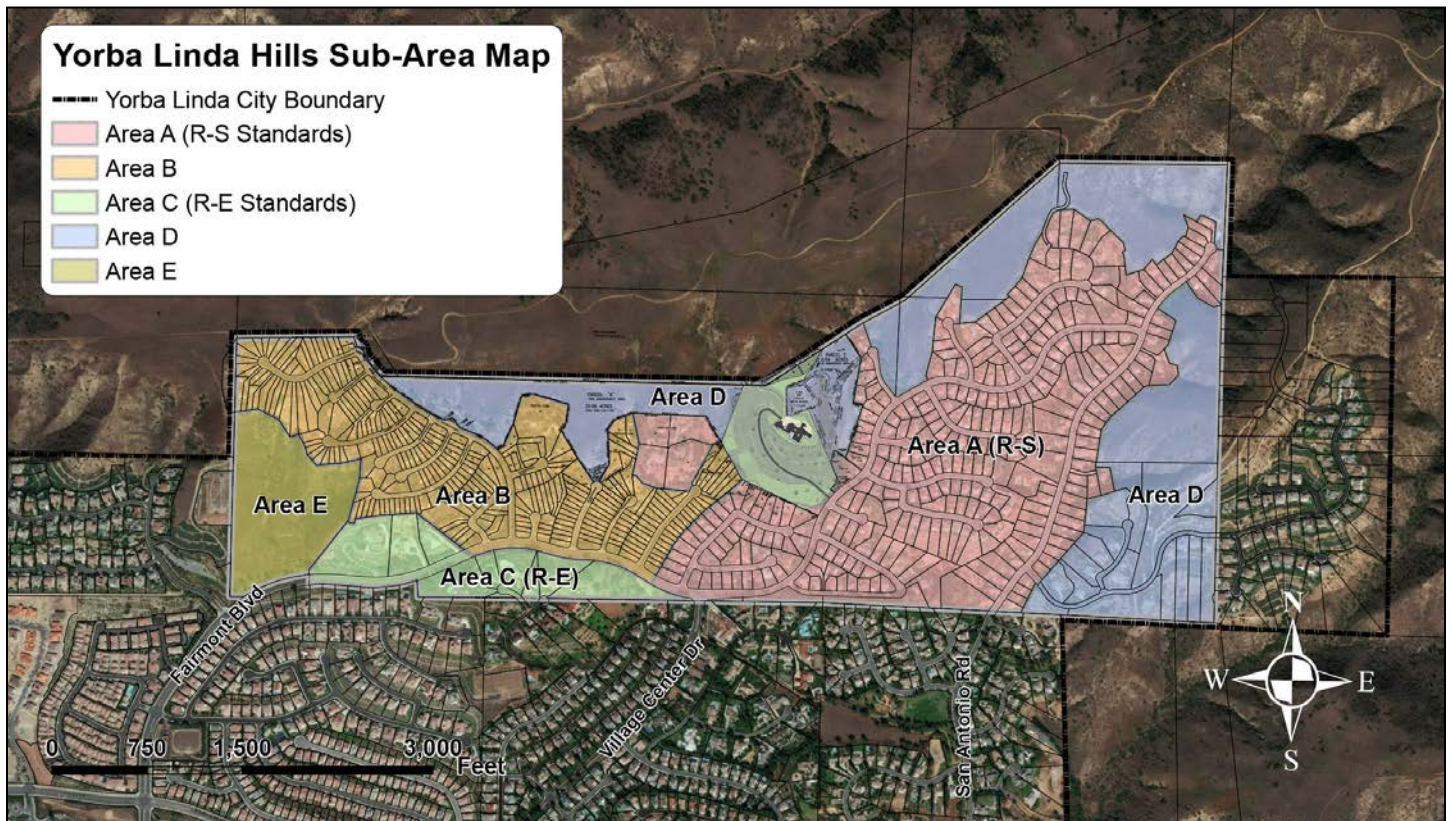
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General Plan Land Use Map

Exhibit 2-4



Existing



Proposed

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Zoning Map

Exhibit 2-5



2.6 AGREEMENTS, PERMITS, AND APPROVALS

The proposed project would require agreements, permits, and approvals from the City of Yorba Linda and other responsible agencies prior to construction. These discretionary actions are listed below and may change as the project entitlement process proceeds:

City of Yorba Linda

- California Environmental Quality Act Clearance;
- Tentative Parcel Map No. 2020-125;
- General Plan Amendment No. 2020-02;
- Zoning Change No. 2020-01; and
- Subsequent Design Review.

Orange County Fire Authority

- PR 400 NFPA 13D sprinkler systems;
- PR 121/125 Fuel modification;
- PR 115 Final Map Review
- Fire Flow letter for 14,165-square foot home at 1,625 gallons per minute (gpm) at 20 pounds per square inch (psi);
- PR 470 Underground; and
- All Chapter 7A construction features as required for "Very High Fire Hazard Severity Zone (VHFHSZ)".

Santa Ana Regional Water Quality Control Board

- Section 13260 Waste Discharge Requirement.

California Department of Fish and Wildlife

- Section 1600 Streambed Alteration Agreement.



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3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1. **Project Title:**
Yorba Linda Hills - Hoff
2. **Lead Agency Name and Address:**
City of Yorba Linda
Community Development Department
4845 Casa Loma Avenue
Yorba Linda, California 92886
3. **Contact Person and Phone Number:**
Nate Farnsworth, Planning Manager
714.961.7131
4. **Project Location:**
The project is located at Assessor's Parcel Numbers [APNs] 326-021-50 and 350-331-06, generally to the west of the Fairmont Boulevard and Little Canyon Lane intersection in the City of Yorba Linda, California.
5. **Project Sponsor's Name and Address:**
Robert Hoff
Hilltop 3 Development, LLC
3875 Crest Drive
Yorba Linda, California 92866
714.742.1965
6. **General Plan Designation:**
Open Space-General (OS-G) and Residential-Medium (R-M)
7. **Zoning:**
Yorba Linda Hills Planned Development (Yorba Linda Hills PD-11), Area D (Open Space) and Area A (Residential Suburban)
8. **Description of Project:**
The project proposes a single-story single-family estate development. The project would require a tentative parcel map to reconfigure the two parcels on-site into three parcels (Parcels "A", "1", and "B"), along with a General Plan Amendment and a Zone Change Amendment. Refer to Section 2.4, Project Characteristics.
9. **Surrounding Land Uses and Setting:**
Surrounding land uses include a mixture of residential and open space uses. Specifically, land uses surrounding the project site include:
 - North: Undeveloped open space (the Chino Hills State Park) is located to the north of the project site within an unincorporated area of Orange County, designated Open Space Reserve and zoned Open Space (OS);
 - East: Single-family residential uses, designated R-Medium and zoned Yorba Linda Hills PD Area A, are located to the east of the project site;



- South: Single-family residential uses, designated Residential-Medium (R-Medium) and zoned Yorba Linda Hills PD Areas A and B are located to the south of the project site; further south, estate residential uses are present and designated R-Medium and zoned Yorba Linda Hills PD Area C (Residential Estate [R-E]); and
- West: Single-family residential uses, designated R-Medium and zoned Yorba Linda Hills PD Area B, are located to the west of the project site; open space land designated OS-G and zone Yorba Linda Hills PD Area E is located further east.

10. Other public agencies whose approval is required:

Orange County Fire Authority, Santa Ana Regional Water Quality Control Board, and California Department of Fish and Wildlife

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

In compliance with Assembly Bill 52, the City distributed letters to Native American tribes previously requesting information from the City regarding future projects in their territory to inform them of the proposed project. Refer to Section 4.18, Tribal Cultural Resources.

3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Less Than Significant Impact with Mitigation Incorporated.”

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

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

- | | |
|---|---|
| <ul style="list-style-type: none"> • Aesthetics • Agriculture and Forestry Resources • Air Quality • Biological Resources • Cultural Resources • Energy • Geology and Soils • Greenhouse Gas Emissions • Hazards and Hazardous Materials • Hydrology and Water Quality • Land Use and Planning | <ul style="list-style-type: none"> • Mineral Resources • Noise • Population and Housing • Public Services • Recreation • Transportation • Tribal Cultural Resources • Utilities and Service Systems • Wildfire • Mandatory Findings of Significance |
|---|---|



The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the CEQA Guidelines Appendix G and used by the City of Yorba Linda in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- No Impact. The development would not have any measurable environmental impact on the environment.
- Less Than Significant Impact. The development would have the potential for impacting the environment, although this impact would be below established thresholds that are considered to be significant.
- Less Than Significant Impact With Mitigation Incorporated. The development would have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are.
- Potentially Significant Impact. The development would have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to less than significant levels.



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4.0 ENVIRONMENTAL ANALYSIS

4.1 AESTHETICS

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

a) *Have a substantial adverse effect on a scenic vista?*

Less than Significant Impact With Mitigation Incorporated. A scenic vista is generally defined as a view of undisturbed natural lands exhibiting a unique or unusual feature that comprises an important or dominant portion of the viewshed.¹ Scenic vistas may also be represented by a particular distant view that provides visual relief from less attractive views of nearby features. Other designated Federal and State lands, as well as local open space or recreational areas, may also offer scenic vistas if they represent a valued aesthetic view within the surrounding landscape of nearby features.

Under the General Plan, hillsides within City boundaries are identified as having a unique scenic character and are considered a visual resource. The General Plan encourages “sensitive forms” of development on these hillsides while still allowing for residential uses, under the condition that they complement the natural and visual character of the City and its hillsides. The project site is located on a hillside area that, by definition, would be considered part of a scenic resource in the City. The hillsides in which the project site is located are irregular in elevation, representing a 250-foot difference in elevation (msl). Existing scenic views/vistas in the area that include hillside views and the project site include the following:

Northbound Views along Fairmont Boulevard – Motorists, bicyclists, and pedestrians travelling northbound along Fairmont Boulevard have a brief view to the project site and on-site and surrounding hillsides. These viewers would be exposed to such scenic views for a brief period of time while walking/biking or driving along Fairmont Boulevard.

Northbound Views along Village Center Drive – Motorists, bicyclists, and pedestrians travelling northbound along Village Center Drive have views to the project site and on-site and surrounding hillsides, from the project vicinity (0.27 miles) to as far as approximately 1.5 miles south. For those views in the project vicinity, views toward the hillsides are limited and sporadic due to mature ornamental trees and intervening structures. These viewers would be exposed to such visual resources for a brief period of time while walking/biking or

¹ A viewshed is the geographical area which is visible from a particular location.



driving along Village Center Drive. Views farther away have a broader view of the larger hillsides for longer periods of time while driving northbound on Village Center Drive.

Chino Hills State Park – It is acknowledged that the project site is not readily visible from public use trails in Chino Hills State Park. Public access to the South Ridge trail is provided through the western portion of the project site. However, it is acknowledged that the proposed project would not alter views in this area and would maintain public access at this location as well.

Development of the proposed project would result in grading activities on Parcel “1” (approximately 13.91 acres). Parcels “A” and “B” would not result in any physical modifications to hillside topography and would remain open space and open space/public utilities similar to existing conditions. At Parcel “1”, the proposed project would construct an approximate 15,000 gross square-foot residence in the central-eastern portion of the project site. The project proposes to utilize grading techniques (consistent with the City’s Municipal Code Chapter 18.30, *Hillside Development*) in order to set the proposed residence and accessory structures into the sloped hillside, rather than atop. As such, ridgelines are preserved and the existing natural hillsides at the project site are preserved to the extent feasible. Further, no retaining walls are proposed as part of the project. All proposed drainage devices are bermed and are proposed to be as close as possible to the natural soil color in order to conceal them from more distant views. Although the design of the home has not been finalized, the proposed residential development is not anticipated to exceed the City’s 35-foot (or two stories, whichever is less) maximum building height requirement, as measured from above natural/finished grade. The single-family home would include a variety of neutral earth tones (beiges, browns, and clay colors) as exterior building colors. However, it is acknowledged that this concept is subject to change as part of the project’s Design Review process, by the Planning Commission in accordance with the development criteria, and standards established by the Yorba Linda Zoning Ordinance, which would occur at a later date as part of subsequent approvals for the project.

OPERATIONS

Due to the varying topography on-site, the proposed height of the residential structure (35-foot maximum), grading techniques, lack of retaining walls, and intervening trees and structures, the project is not anticipated to substantially alter the hillside’s existing form or visible ridgeline. The project would be required to comply with Municipal Code Section 18.36, *Article II. Design Review*, which requires the project to submit a landscape plan that would show the design of landscaped areas. Through this design review process, the proposed scale, texture, form and architectural treatments of the proposed residence would be reviewed and approved by the Planning Commission at this time. Notwithstanding, given the location of the site within an undeveloped hillside area, the following analysis considers the proposed operational impacts of the project to scenic views/vistas:

Northbound Views along Fairmont Boulevard – Motorists, bicyclists, and pedestrians travelling northbound along Fairmont Boulevard have a brief view to the proposed residence and associated driveway, manufactured slopes, and landscaping features, as well as surrounding hillsides. These viewers would be exposed to such views for a brief period of time while walking/biking or driving along Fairmont Boulevard.

For informational purposes only, photo simulations illustrating existing and project conditions along Fairmont Boulevard are provided. It is acknowledged that the proposed project has not yet been designed and the photosimulations are intended to provide information relative to the proposed grading and structural massing proposed. These selected views are limited to public views along Fairmont Boulevard; refer to the key views descriptions below and the locations depicted on Exhibit 4.1-1, Key View Locations Map.



Source: Google Earth Pro, October 2020

NOT TO SCALE

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INTERNATIONAL



11/2020 JN 180967

YORBA LINDA HILLS – HOFF
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Key View Locations Map

Exhibit 4.1-1



Key View 1: Key View 1 is located along northbound Fairmont Boulevard at the intersection of Fairmont Boulevard and Foxhollow Drive, looking northwest towards the project site; refer to Exhibit 4.1-2, Key View 1 – Existing and Proposed Condition. As depicted on Exhibit 4.1-2, motorists, bicyclists, and pedestrians travelling along Fairmont Boulevard would have views of the project site. Specifically, views to proposed graded hillside, driveway, and partial views of the new structure would be afforded.

Key View 2: Key View 2 is located at the intersection of Fairmont Boulevard and Ravenswood Drive, looking northeast along Ravenswood Drive towards the project site; refer to Exhibit 4.1-3, Key View 2 – Existing and Proposed Condition. As depicted on Exhibit 4.1-3, motorists, bicyclists, and pedestrians travelling along Fairmont Boulevard and Ravenswood Drive would have views of the project site. Specifically, views to proposed graded hillside, driveway, and partial views of the new structure would be afforded. Existing views of the surrounding hillsides would remain.

Northbound Views along Village Center Drive – For those views in the project vicinity, partial views toward the proposed residence, manufactured slopes, and landscaping features may be afforded, but many of these views would still largely encompass surrounding hillsides. These viewers would be exposed to such views for a brief period of time while walking/biking or driving along Village Center Drive. Views farther away have a broader view of the larger hillsides for longer periods of time while driving northbound on Village Center Drive. These views would still encompass mostly hillside views. Views to the proposed residence, manufactured slopes, and landscaping features may be visible, but at this distance (0.75 to 1.5 miles from the site), these project features would be hard to discern.

As such, given the proposed project would preserve a large portion of the project site as open space (Parcels “A” and “B”), implement City hillside development grading techniques at Parcel “1”, and would only construct one single-story residence on-site, resultant operational impacts to the scenic vistas would be less than significant.

CONSTRUCTION

Construction activities are anticipated to occur over a duration of nine months. During this time, construction equipment and grading activities at Parcel “1” as well as truck traffic would be visible to nearby local motorists/bicyclists and pedestrians travelling along Fairmont Boulevard, and surrounding residences. Views towards the project site may temporarily be altered due to grading activity, ground disturbance, construction equipment, and supplies/stockpiles. These construction-related visual impacts would last for nine months and would cease upon construction completion. To reduce temporary impacts to scenic vistas and visual quality of the hillsides, Mitigation Measure AES-1 would require that staging areas are located as far away from sensitive viewers (such as residential viewers and motorists) as feasible, and that construction equipment and materials are shielded from view by opaque screening. With implementation of this mitigation measure, the project’s construction impacts would be less than significant.

Mitigation Measures:

AES-1 Construction equipment staging areas shall be located, to the greatest extent feasible, away from nearby existing sensitive viewers (e.g., resident, pedestrians/bicyclists, and motorists), and shall utilize appropriate screening (i.e., temporary fencing with opaque material) to shield public views of construction equipment and material. Prior to issuance of a grading permit, the City of Yorba Linda shall verify that staging locations are identified on final grading/development plans and that appropriate perimeter screening is included as a construction specification.



Existing Condition



Proposed Condition

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Key View 1

Exhibit 4.1-2



Existing Condition



Proposed Condition



b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

No Impact. There are no officially designated State scenic highways in the City of Yorba Linda.² The nearest scenic highway is State Route 55 (SR-55) (designated as eligible for listing), which is approximately 12 miles east of the project site. Views of the project site are not readily afforded from SR-55 due to distance. Thus, the project would not substantially damage scenic resources within a State scenic highway. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The majority of the project site is undeveloped, with the exception of water infrastructure within the easterly portion of the site. However, the site is located within an urbanized area (the City of Yorba Linda), with single-family residential uses located immediately to the south, east, and west. Based on the project's urbanized setting, the following analysis evaluates the project's potential to conflict with applicable zoning and other regulations governing scenic quality

As discussed previously, the project is zoned Yorba Linda Hills PD, which is considered a Special Purpose Zone under the Municipal Code. Table 4.1-1, *Municipal Code Consistency Analysis Governing Scenic Quality*, provides a consistency analysis of the proposed project and the applicable development standards and zoning regulations under the Municipal Code. As discussed in Table 4.1-1, the project is consistent with landscaping and hillside development standards regarding the preservation of aesthetic quality. Refer to Section 4.11, *Land Use and Planning*, for a discussion concerning the project's consistency with other applicable zoning requirements.

**Table 4.1-1
Municipal Code Consistency Analysis Governing Scenic Quality**

Relevant Section	Consistency Analysis
<u>Section 18.28.50 Landscape Design Standards.</u> E. Landscape design shall illustrate a concern for aesthetic elements such as balance, scale, texture, form, and unity.	Consistent. Pursuant to Municipal Code Section 18.36, <i>Article II. Design Review</i> , the project is required to submit a landscape plan that would show the design of landscaped areas. This would include the scale, texture, form and unity of the proposed residential unit. Compliance with these regulations impacts would be less than significant and would comply with this standard.
<u>Section 18.30.040 Hillside Development-Standards Guidelines</u> A) Site Design Principles. 1. Most of the hillside sites are highly visible from distant locations. Therefore, views of the site from the neighborhood and other off-site locations should be given careful consideration.	Consistent. As discussed in Response 4.1(a), the project proposes to utilize grading techniques in order to set the proposed residence and accessory structures into the sloped hillside, rather than atop. As such, ridgelines are preserved and the existing natural hillsides at the project site are preserved to the extent feasible. The project would not result in mass grading of the project site, rather grading would be limited to the central-eastern portion of the site. Further, no retaining walls are proposed. All proposed drainage devices are bermed and are proposed to be as close as possible to the natural soil color in order to conceal them from more distant views. As discussed

² California Department of Transportation, *List of Eligible and Officially Designated State Scenic Highways*, updated July 2019.



Table 4.1-1 [cont'd]
Municipal Code Consistency Analysis Governing Scenic Quality

Relevant Section	Consistency Analysis
<p>2. Massive grading and single retaining walls in excess of six feet in height should be avoided in order to preserve a more natural slope appearance.</p> <p>3. The buildings located near hillside rims have higher visibility. The buildings should be partially screened with landscaping to minimize the “wall” effect.</p> <p>4. Significant trees and other vegetation, which contribute to the aesthetics of the site and surrounding area, should be preserved.</p> <p>5. Natural hillsides and ridgelines should be preserved to the extent feasible. The usual impacts of grading should be softened through designs which incorporate slope undulation, blending and other features to reflect the natural terrain.</p>	<p>above, the project proposes a permanent deed restriction to the majority of open space on-site, to ensure it would remain as open space and/or open space/public utilities, similar to the existing condition.</p>
<p>D.) Residential Development Standards in Hillside Areas. Any residential tract or individual residential unit development within hillside areas, shall conform to the following standards:</p> <p>1. Ridgelines shall be preserved in their natural state to the degree possible.</p> <p>2. Streets, both public and private, shall be developed below the crest of a natural ridgeline.</p> <p>3. Building pads shall not be located so as to be on the crest of a natural ridgeline.</p> <p>4. Any construction shall be done in a manner so as a dwelling, roofline or any component part of the construction shall be superimposed against another land mass and shall not be visible against a horizon or the sky when viewed from the canyon floor.</p> <p>7. Terraces, terrace drains, down-drains and other similar structures, shall incorporate the use of natural rock or other man-made design feature that has the appearance of a natural material.</p> <p>8. Any manufactured slope shall be contoured in a manner to appear to have a natural grade.</p>	<p>Consistent. Due to the location/elevation of the residence, the project would not impede views of the natural ridgelines. The project's building pad would not be constructed on the crest of the hillside's natural ridgeline, but rather at a lower elevation. The project would not exceed 35 feet in height and would not visibly exceed the hillside ridgeline. The project would feature a variety of neutral earth tones (beiges, browns, and clay colors) as exterior building colors and would be subject to the City's design review process. As discussed above, all proposed drainage devices are bermed and are proposed to be as close as possible to the natural soil color in order to conceal them from more distant views. Last, proposed manufactured slopes would be contoured in a manner to appear to have a natural grade and would be landscaped pursuant to Municipal Code Section 18.36.</p>



Table 4.1-1 [cont'd]
Municipal Code Consistency Analysis Governing Scenic Quality

Relevant Section	Consistency Analysis
E. Within Viewscape of Chino Hills State Park. For any proposed residential development that is determined to be viewed from any point within Chino Hills State Park, the grading and landscaping plans shall include, for each lot so determined to be viewed, specific measures, including height limits, setbacks, landscaping, berms and/or other measures which will assure that any structure built on the lot will not be viewed from Chino Hills State Park or otherwise be screened to the extent feasible. (Ord. 2019-1056 § 3; Ord. 2004-884)	Consistent. The project site is located directly south of the Chino Hills State Park. One hiking trail that is part of Chino Hills State park, the South Ridge trail, is directly north of the project site. ³ Currently, public access to this trail is afforded at the western portion of the project site. However, implementation of the proposed project would maintain this access and would not alter the existing views at this location. Further, due to the location/elevation of the proposed Parcel “1” (where the new residence is sited) and intervening topography, the project would not be readily visible from the public trails within Chino Hills State Park.
Source: City of Yorba Linda, <i>Yorba Linda Municipal Code</i> , current through Ordinance No. 2020-1080, enacted 1991.	

As indicated in Table 4.1-1, the proposed project would be consistent with all applicable Municipal Code requirements and standards that govern scenic quality. Further, the project would be subject to design review by the City’s Planning Commission in accordance with the development criteria, and standards established by the Yorba Linda Zoning Ordinance. As a result, implementation of the proposed project would not conflict with applicable zoning and other regulations governing scenic quality and is not anticipated to involve significant impacts to public views. Impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

d) **Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

Less Than Significant Impact. There are two primary sources of light: light emanating from building interiors that pass through windows and light from exterior sources (i.e., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting). Light introduction can be a nuisance to adjacent uses and diminish the view of the clear night sky. There are no existing lighting sources within the project boundaries; however, light and glare in the project vicinity are produced by street lighting, building illumination, and landscape lighting associated with surrounding residential uses.

CONSTRUCTION

Project construction could involve temporary light and glare impacts from exterior sources as a result of construction equipment and materials. However, based on the project’s limited construction duration and scope of activities, these sources of glare would not be substantial. In conformance with Municipal Code Section 6-6-7, *Exemptions from the Article*, no construction activities would be permitted between 8:00 p.m. and 7:00 a.m. on weekdays and Saturdays, or at any time on Sundays or Federal holidays. As such, nighttime construction would not occur as part of the project. Thus, construction-related impacts concerning light and glare would be less than significant.

OPERATIONS

The proposed project is located within an urbanized area of the City. Vehicle headlights entering and exiting the project’s entrance could also result in impacts related to light and glare. However, these light and glare sources would be similar to those currently experienced in the nearby residential community, including along Fairmont Boulevard.

³ Chino Hills State Park, *Chino Hills State Park*.

<https://www.parks.ca.gov/pages/648/files/ChinoHillsFinalWebLayout2018.pdf>. Accessed December 16,2020.



Further, as a single residential use, the project would not involve substantial amounts of vehicle traffic entering/existing the site.

Exterior security lighting and interior lighting associated with the project may be visible from surrounding uses. However, these lighting conditions would appear similar in character to those emitted from existing residential uses to the east, west, and south of the project site. As such, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.



4.2 AGRICULTURE AND FORESTRY RESOURCES

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

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. According to the California Department of Conservation, the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.¹ No farmland exists within the site vicinity. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- b) **Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

No Impact. The project site is currently zoned as Yorba Linda Hills PD, and the City does not provide zoning for agricultural use. Thus, no zoning for agricultural use currently applies to the project site or the surrounding areas.

¹ California Department of Conservation, *California Important Farmland Finder*, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed October 28, 2020.



Additionally, the project site is not a part of a Williamson Act contract.² Therefore, project implementation would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- c) ***Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

No Impact. Refer to Response 4.2 (b). The project site is not occupied or used for forest land, timberland, or timberland production. Further, project implementation would not result in the rezoning of forest land, timberland, or timberland zoned timberland production. No impacts would occur.

Mitigation Measures: No mitigation measures are required.

- d) ***Result in the loss of forest land or conversion of forest land to non-forest use?***

No Impact. Refer to Response 4.2(c). No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- e) ***Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?***

No Impact. Refer to Responses 4.2(a) through 4.2(d). No impacts would occur.

Mitigation Measures: No mitigation measures are required.

² California Department of Conservation, Division of Land Resource Protection, *State of California Williamson Act Contract Land*, 2017.



4.3 AIR QUALITY

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

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

Less Than Significant Impact. The project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the SCAQMD's 2016 *Air Quality Management Plan for the South Coast Air Basin* (2016 AQMP) means that a project is consistent with the goals, objectives, and assumptions set forth in the 2016 AQMP that are designed to achieve Federal and State air quality standards. Additionally, the 2016 AQMP utilized information and data from the Southern California Association of Governments (SCAG) and its 2016-2040 *Regional Transportation Plan/Sustainable Communities Strategy* (2016-2040 RTP/SCS). While SCAG has recently adopted the 2020-2045 *Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), SCAQMD has not released an updated AQMP. As such, this consistency analysis is based off the 2016 AQMP and the RTP/SCS that was adopted at the time, the 2016-2040 RTP/SCS. According to the SCAQMD *CEQA Air Quality Handbook*, in order to determine consistency with the 2016 AQMP, two main criteria must be addressed:

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) *Would the project result in an increase in the frequency or severity of existing air quality violations?*

Since the consistency criteria pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 4.3(c), localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_x), particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in diameter (PM_{2.5}) would be less than significant during project construction and operations. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations.¹

¹ Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.



b) *Would the project cause or contribute to new air quality violations?*

As discussed in Response 4.3(b), the proposed project would result in emissions that are below the SCAQMD thresholds. Therefore, the project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

The proposed project would result in less than significant impacts with regard to localized concentrations during project construction and operations; refer to Responses 4.3(b) and 4.3(c). As such, the project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

In the case of the 2016 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the *City of Yorba Linda General Plan* (General Plan), SCAG's *Growth Management Chapter of the Regional Comprehensive Plan* (RCP), and SCAG's 2016-2040 RTP/SCS. The 2016-2040 RTP/SCS also provides socioeconomic forecast projections of regional population growth.

The majority of the project site is designated Open Space-General (OS-G) and a small portion of the site is designated Residential-Medium (R-Medium) by the General Plan. The project would construct one detached single-family residence and accessory uses and would require a General Plan Amendment to change a portion of the project site's existing OS-G and R-Medium designation to Residential Low (R-Low). The remainder of the surrounding acreage would retain the existing OS-G designation. As discussed in [Section 4.14, *Population and Housing*](#), the project would not directly induce substantial unplanned population growth in the area and would be occupied by community members that already reside in the City of Yorba Linda. With the General Plan Amendment, the proposed project would be consistent with the types, intensity, and patterns of land use envisioned for the site in the 2016-2040 RTP/SCS. Additionally, as the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the proposed project would be consistent with the projections included in the 2016 AQMP.

b) *Would the project implement all feasible air quality mitigation measures?*

The proposed project would result in less than significant air quality impacts. Compliance with all feasible emission reduction rules and measures identified by the SCAQMD would be required as identified in Response 4.3(b) and 4.3(c). As such, the proposed project meets this 2016 AQMP consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

As discussed in [Section 4.8, *Greenhouse Gas Emissions*](#), the project would be consistent with the actions and strategies of the 2020-2045 RTP/SCS. The project would be located within a fully developed residential community and is in close proximity to neighborhood shopping centers and parks. As a result, the opportunity to use alternative forms of transportation (i.e., walking, bicycling, public transportation) exists and, therefore,



would reduce criteria pollutant emissions. In addition, as discussed above, the project would be consistent with the site's land use designation with the proposed General Plan Amendment. As such, the proposed project meets this AQMP consistency criterion.

In conclusion, the determination of 2016 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. As discussed above, the proposed project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2016 AQMP.

Mitigation Measures: No mitigation measures are required.

b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Less Than Significant Impact.

Criteria Pollutants

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of CO.

Ozone (O₃). O₃ occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O₃ layer) extends upward from about 10 to 30 miles and protects life on Earth from the sun's harmful ultraviolet rays. "Bad" O₃ is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO_x, and sunlight to form; therefore, VOCs and NO_x are O₃ precursors. To reduce O₃ concentrations, it is necessary to control the emissions of these O₃ precursors. Significant O₃ formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O₃ concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O₃ in the upper atmosphere (stratosphere) protects the Earth from harmful ultraviolet radiation, high concentrations of ground-level O₃ (in the troposphere) can adversely affect the human respiratory system and other tissues. O₃ is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O₃. Short-term exposure (lasting for a few hours) to O₃ at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO₂). NO_x are a family of highly reactive gases that are a primary precursor to the formation of ground-level O₃ and react in the atmosphere to form acid rain. NO₂ (often used interchangeably with NO_x) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO₂ can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO₂ concentrations that are typically much higher than those normally found in the ambient air may increase acute



respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO₂ may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM₁₀). PM₁₀ refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM₁₀ arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM₁₀ scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter (PM_{2.5}). Due to recent increased concerns over health impacts related to PM_{2.5}, both State and Federal PM_{2.5} standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new PM_{2.5} standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal PM_{2.5} standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO₂). SO₂ is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with SO_x. Exposure of a few minutes to low levels of SO₂ can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O₃ to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG (see below) interchangeably.

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming O₃ and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_x react in the presence of sunlight. ROG are a criteria pollutant since they are a precursor to O₃, which is a criteria pollutant. The SCAQMD uses the terms ROG and VOC interchangeably.

Short-Term Construction Emissions

The project involves construction activities associated with grading, paving, building construction, and architectural coating applications. The project would be constructed over approximately 9 months. Grading activities include 180,983 cubic yards of cut and 184,930 cubic yards of fill, resulting in 3,947 cubic yards of soil import. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2016.3.2 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site.



The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to [Appendix A, Air Quality/GHG/Energy Analysis](#), for the CalEEMod outputs and results. [Table 4.3-1, Construction Related Emissions](#), presents the anticipated daily short-term construction emissions.

**Table 4.3-1
Construction Related Emissions**

Emissions Source	Pollutant (pounds/day) ^{1,2}					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	5.09	21.39	15.78	0.04	3.62	2.06
SCAQMD Thresholds	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Notes: 1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD. Winter emissions represent worst-case. 2. The reduction/credits for construction emissions are based on adjustments to CalEEMod and are required by the SCAQMD Rules. The adjustments applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; and limit speeds on unpaved roads to 15 miles per hour.						
Refer to Appendix A for assumptions used in this analysis.						

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM₁₀ generated as a part of fugitive dust emissions. PM₁₀ poses a serious health hazard alone or in combination with other pollutants. PM_{2.5} is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. PM_{2.5} is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_x and SO_x combining with ammonia. PM_{2.5} components from material in the Earth's crust, such as dust, are also present, with the amount varying in different locations.

In accordance with Standard Condition of Approval (SCA) AQ-1, the project would implement all required SCAQMD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce PM₁₀ and PM_{2.5} concentrations. As depicted in [Table 4.3-1](#), total PM₁₀ and PM_{2.5} emissions would not exceed the SCAQMD thresholds during construction. Thus, construction air quality impacts with regard to particulate matter would be less than significant.



Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, employee commutes to the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in Table 4.3-1, construction equipment and worker vehicle exhaust emissions would not exceed the established SCAQMD threshold for all criteria pollutants. Therefore, impacts in this regard would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O₃ precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. As required by SCAQMD Regulation XI, Rule 1113 – *Architectural Coating*, all architectural coatings for the proposed structures would comply with specifications on painting practices as well as regulation on the ROG content of paint.² ROG emissions associated with the proposed project would be less than significant; refer to Table 4.3-1.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, there would be no impact in this regard.

Long-Term Operational Emissions

Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic and emissions from stationary area and energy sources. Emissions associated with each of these sources were calculated and are discussed below.

Mobile Source

Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_x, SO_x, PM₁₀, and PM_{2.5} are all pollutants of regional concern (NO_x and ROG react with sunlight to form O₃ [photochemical smog], and wind currents readily transport SO_x, PM₁₀, and PM_{2.5}). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

² South Coast Air Quality Management District, *Rule 1113. Architectural Coatings*, <http://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf>, accessed November 9, 2020.



Project-generated vehicle emissions have been estimated using CalEEMod. Based on the *Yorba Linda Hills - Hoff Project Trip Generation & Vehicle Miles Traveled Screening Analysis* prepared by Ganddini Group (dated November 9, 2020), the project would generate approximately 9 average daily trips, including 1 trip during the a.m. peak hour and 1 trip during the p.m. peak hour.³ Table 4.3-2, Long-Term Air Emissions, presents the project's anticipated operational emissions.

**Table 4.3-2
Long-Term Air Emissions**

Emissions Source	Pollutant (pounds/day) ^{1,2}					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Project Summer Emissions						
Area	0.62	0.02	0.59	<0.01	0.08	0.08
Energy	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01
Mobile	0.02	0.04	0.23	<0.01	0.07	0.02
Total Summer Emissions³	0.65	0.06	0.82	<0.01	0.15	0.10
<i>SCAQMD Threshold</i>	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Project Winter Emissions						
Area	0.62	0.02	0.59	<0.01	0.08	0.08
Energy	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01
Mobile	0.02	0.04	0.22	<0.01	0.07	0.02
Total Winter Emissions³	0.65	0.07	0.81	<0.01	0.15	0.10
<i>SCAQMD Threshold</i>	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No
Notes: 1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD. 2. The reduction/credits for operational emissions are based on adjustments to CalEEMod and are required by 2019 Title 24 Standards. The emissions results in this table represent the adjusted emissions shown in <u>Appendix A</u> . 3. The numbers may be slightly off due to rounding. Refer to <u>Appendix A</u> for assumptions used in this analysis.						

Area Source Emissions

Area source emissions would be generated due to an increased demand for natural gas associated with the proposed project; refer to Table 4.3-2. The primary use of natural gas producing area source emissions by the project would be for consumer products, architectural coating, and landscaping.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas usage associated with the proposed project; refer to Table 4.3-2. The primary use of electricity and natural gas by the project would be for space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

³ Ganddini Group, Inc., *Yorba Linda Hills - Hoff Project Trip Generation & Vehicle Miles Traveled Screening Analysis* (GGI Project No. 19307), November 18, 2020.



Total Operational Emissions

As shown in [Table 4.3-2](#) the total operational emissions for both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts in this regard would be less than significant.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, O₃ precursors, VOCs and NO_x, affect air quality on a regional scale. Health effects related to O₃ are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. In other words, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

Further, as noted in the Brief of Amicus Curiae by the SCAQMD for the *Sierra Club vs. County of Fresno*, dated April 6, 2015, the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Furthermore, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD) for the *Sierra Club vs. County of Fresno*, dated April 13, 2015, SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from O₃, as an example is correlated with the increases in ambient level of O₃ in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient O₃ levels over the entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_x and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce O₃ levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify O₃-related health impacts caused by NO_x or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. Thus, as the project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would have a less than significant impact for air quality health impacts.

Cumulative Construction Impacts

With respect to the proposed project's construction-period air quality emissions and cumulative Basin-wide conditions, the SCAQMD has developed strategies to reduce criteria pollutant emissions outlined in the 2016 AQMP pursuant to Federal Clean Air Act mandates. As such, pursuant to SCA AQ-1, the proposed project would comply with SCAQMD Rule 403 requirements and implement all feasible SCAQMD rules to reduce construction air emissions to the extent feasible. Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. In addition, the proposed project would comply with adopted 2016 AQMP emissions control measures. Pursuant to SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule 403 compliance and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects throughout the Basin, which would include related projects.

As discussed above, the project's short-term construction emissions would be below the SCAQMD thresholds and would result in a less than significant impact. Thus, it can be reasonably inferred that the project's construction emissions would not contribute to a cumulatively considerable air quality impact for nonattainment criteria pollutants in the Basin. Thus, a less than significant impact would occur in this regard.



Cumulative Operational Impacts

As discussed, the proposed project would not result in long-term air quality impacts as emissions would not exceed SCAQMD-adopted operational thresholds. Additionally, adherence to SCAQMD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed project would be less than significant.

Standard Conditions of Approval:

SCA AQ-1 During construction activities, the project applicant shall implement all required South Coast Air Quality Management District (SCAQMD) dust control techniques (i.e., daily watering), limitations on construction hours, and adherence to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.) to reduce construction air emissions to the extent feasible.

Mitigation Measures: No mitigation measures are required.

c) ***Expose sensitive receptors to substantial pollutant concentrations?***

Less Than Significant Impact.

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_x, PM_{2.5}, and/or PM₁₀. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project site is located within Source Receptor Area (SRA) 16, North Orange County. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction and operational impacts (stationary sources only).

Sensitive Receptors

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The closest sensitive receptors are residences located to the south and east of the project site. The nearest sensitive receptors are residences located approximately 90 feet (27 meters) from potential sources of proposed localized emissions.

Non-Residential Receptors

Commercial and industrial uses (i.e., non-residential receptors) are not included in the definition of sensitive receptor because employees and patrons do not typically remain on-site for a full 24 hours and are usually on-site for eight hours or less. The LST Methodology explicitly states that "LSTs based on shorter averaging periods, such as the NO₂



and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours.”⁴ Commercial and industrial uses are not present within 500 meters of the project site. Therefore, non-residential receptor LST thresholds are not applicable to this project.

Construction LST

The SCAQMD’s guidance on applying CalEEMod to LSTs specifies the number of acres a particular piece of equipment would likely disturb per day. Based on default information provided by CalEEMod, the project is anticipated to disturb up to 10.5 acres during the grading phase.⁵ The grading phase would take approximately 21 days in total to complete. As such, the project would actively disturb an average of approximately 0.5-acre per day (10.5 acres divided by 21 days). Therefore, the LST thresholds for one acre was utilized for the construction LST analysis. The project would involve access roadway construction. The nearest sensitive receptors are residences located approximately 90 feet (27 meters) from the access roadway construction area. Therefore, LST values for 25 meters were conservatively used.

Table 4.3-3, *Localized Emissions Significance*, shows the localized construction-related emissions for NO_x, CO, PM₁₀, and PM_{2.5} compared to the LSTs for SRA 16. It is noted that the localized emissions presented in Table 4.3-3 are less than those in Table 4.3-1 because localized emissions include only on-site emissions (e.g., from construction equipment and fugitive dust) and do not include off-site emissions (e.g., from hauling activities). As shown in Table 4.3-3, the project’s localized construction emissions would not exceed the LSTs for SRA 16. Therefore, localized significance impacts from project-related construction activities would be less than significant.

Table 4.3-3
Localized Emissions Significance

Source	Pollutant (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Construction On-Site Emissions				
Year 1 ¹	16.98	14.36	3.17	1.93
Localized Significance Threshold ⁶	103	522	4	3
Thresholds Exceeded?	No	No	No	No
Notes:				
1. The grading phase emissions would present the worst-case scenario for NO _x , PM ₁₀ , and PM _{2.5} , and the building construction phase emissions would present the worst-case scenario for CO.				
2. The reduction/credits for construction emissions applied in CalEEMod are based on the application of dust control techniques as required by SCAQMD Rule 403. The dust control techniques include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; and limit speeds on unpaved roads to 15 miles per hour.				
3. The Localized Significance Threshold was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO _x , CO, PM ₁₀ , and PM _{2.5} . The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately 0.5-acre; therefore the 1-acre threshold was used) and Source Receptor Area 16.				
Refer to Appendix A for assumptions used in this analysis.				

⁴ South Coast Air Quality Management District, *Final Localized Significance Threshold Methodology*, revised July 2008.

⁵ The disturbed acreage during the grading phase is based on the cumulative distance traversed by the grading equipment. In order to properly grade the project site, multiple passes with grading equipment would be required. As a result, the cumulative distance traversed by the grading equipment would equate to 10.5 acres.



Operational LST

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of such emissions, no long-term LST analysis is needed. Operational LST impacts would be less than significant in this regard.

Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (e.g., adversely affecting residents, school children, hospital patients, and the elderly).

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area under State standards. There has been a decline in CO emissions even though vehicle miles traveled (VMT) on U.S. urban and rural roads have increased; estimated anthropogenic CO emissions have decreased 68 percent between 1990 and 2014. In 2014, mobile sources accounted for 82 percent of the nation's total anthropogenic CO emissions.⁶ Three major control programs have contributed to the reduced per-vehicle CO emissions, including exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD *CEQA Air Quality Handbook*, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 parts per million (ppm), which is the 8-hour California ambient air quality standard. As previously discussed, the site is located in SRA 16. Communities within SRAs are expected to have similar climatology and ambient air pollutant concentrations. The monitoring station representative of SRA 16 is the La Habra station, which is located approximately 10.1 miles northwest of the site. The CO concentration at La Habra station was measured at 2.635 ppm in 2019.⁷ Given that the background CO concentration does not currently exceed 9.0 ppm, a CO hotspot would not occur at the project site. Therefore, CO hotspot impacts would be less than significant in this regard.

Air Quality Health Impacts

As evaluated above, the project's air emissions would not exceed the SCAQMD's LST thresholds, and CO hotspots would not occur as a result of the proposed project. Therefore, the project would not exceed the most stringent applicable Federal or State ambient air quality standards for emissions of CO, NO_x, PM₁₀, or PM_{2.5}. It should be noted that the ambient air quality standards are developed and represent levels at which the most susceptible persons (children and the elderly) are protected. In other words, the ambient air quality standards are purposefully set in a stringent manner to protect children, elderly, and those with existing respiratory problems. Thus, an air quality health impact would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

⁶ U.S. Environmental Protection Agency, *Carbon Monoxide Emissions*, https://cfpub.epa.gov/roe/indicator_pdf.cfm?i=10, November 9, 2020.

⁷ California Air Resources Board, *AQMIS2: Air Quality Data*, <https://www.arb.ca.gov/aqmis2/aqdselect.php>, accessed November 9, 2020.



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

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by requiring equipment to be shut off when not in use or limiting idling time to no more than five minutes. Compliance with these existing regulations would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also be required to comply with the SCAQMD Regulation XI, *Rule 1113 – Architectural Coating*, which would minimize odor impacts from ROG emissions during architectural coating. Any odor impacts to existing adjacent land uses would be short-term and negligible. As such, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.



4.4 BIOLOGICAL RESOURCES

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

This section is primarily based upon the following technical studies:

- *Biological Technical Report for Hoff Property Project Located in the City of Yorba Linda, Orange County, California* (Biological Technical Report), prepared by Glenn Lukos Associates, Inc., July 11, 2019, revised November 11, 2020;
- *Submittal Report for Coastal California Gnatcatcher Surveys for the Coastal California Gnatcatcher for the Hoff Property, an Approximate 43-Acre Property Located in the City of Yorba Linda, Orange County, California* (CAGN Report), prepared by Glenn Lukos Associates, Inc., July 23, 2019; and
- *Results of Jurisdictional Delineation Performed for the Hoff Property Project, an Approximately 19.83-Acre Study Area Located in the City of Yorba Linda, Orange County, California* (Jurisdictional Delineation Letter), prepared by Glenn Lukos Associates, Inc., July 11, 2019, revised November 11, 2020.

These studies are included in Appendix B, Biological Resources Reports.



- a) ***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

Less Than Significant Impact. A Biological Technical Report was prepared for the project to evaluate existing biological conditions on and surrounding the project site (study area) in July 2019 and revised in November 2020. The Biological Technical Report includes vegetation mapping, habitat assessments and site-specific biological surveys (including general and focused biological surveys) to evaluate the presence or absence of special-status species, delineation of aquatic resources (including wetlands and riparian habitats) subject to the jurisdiction of the U.S. Army Corps of Engineers (Corps), Santa Ana Regional Water Quality Control Board (Santa Ana RWQCB), and California Fish and Wildlife (CDFW), and an analysis of impacts to biological resources. Methods of the studies include a review of relevant literature, field surveys, and a Geographical Information System (GIS)-based analysis of vegetation communities. The site-specific biological surveys were conducted on foot in the proposed development areas for each target plant or animal species identified through initial site reconnaissance, a review of the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) 8th edition online inventory, Natural Resource Conservation Service (NRCS) soil data, other pertinent literature, and knowledge of the region.

Vegetation

According to the Biological Technical Report, the study area is comprised of nine different vegetation alliances/land use types, including brittle bush scrub (0.08-acre), California brittle bush scrub (0.65-acre), coast prickly pear scrub (0.26-acre), developed land (0.36-acre), disturbed land (1.11 acres), laurel sumac scrub (1.44 acres), ornamental plantings (3.29 acres), tree tobacco stands (1.96 acres), and upland mustards (33.49 acres), as described below; refer to Biological Technical Report Table 4-1, *Summary of Vegetation/Land Use Types for the Project Study Area*, and Exhibit 4, *Vegetation Map*.

Brittle Bush Scrub

This vegetation area is located on the eastern end of the study area, supporting approximately 0.08 acres of brittle bush scrub, which is dominated by brittlebush (*Encelia farinosa*). Other native species found within this area includes bush sunflower (*Encelia californica*), white sage (*Salvia apiana*), California sagebrush (*Artemisia californica*), laurel sumac (*Malosma laurina*), purple sage (*Salvia leucophylla*), and desert wishbone bush (*Mirabilis laevis*). Non-native species within this area include black mustard (*Brassica nigra*), garland chrysanthemum (also crown daisy [*Glebionis coronaria*]), and long-stemmed filaree (*Erodium botrys*).

California Brittle Bush Scrub

This vegetation area is located on the southern central portion of the study area, supporting approximately 0.65 acres of California brittle bush scrub, which is dominated by bush sunflower and California sagebrush. Additional native species include laurel sumac, purple sage and brittlebush. Non-native species within this area include black mustard, garland chrysanthemum, and long-stemmed filaree.

Coast Prickly Pear Scrub

Approximately 0.26 acres of coast prickly pear scrub is situated at the western portion of the study area. This vegetation type is dominated by coast prickly pear (*Opuntia littoralis*). Additional native species include California sagebrush, laurel sumac, blue elderberry (*Sambucus nigra* ssp. *caerulea*), bush mallow (*Malacothamnus fasciculatus*), and California buckwheat (*Eriogonum fasciculatum*). Non-native species within this area include black mustard, mission fig (*Opuntia ficus-indica*), Russian thistle (*Salsola tragus*), and Peruvian pepper (*Schinus molle*).



Developed

Approximately 0.36-acre of the project site includes developed area located in the eastern end of the study area, which consists of a paved road leading up to a disturbed pad area.

Disturbed

The approximately 1.11-acre disturbed area on-site is located in the northern portion of the eastern third of the study area and consists of relatively bare areas associated with fuel modification zones near residences and the Yorba Linda Water District off-site property. Unlike the developed areas, these areas contain herbaceous vegetation consisting primarily of non-native grasses such as Bermuda grass (*Cynodon dactylon*) and red brome (*Bromus madritensis* ssp. *rubens*), as well as other non-native species such as long-stemmed filaree.

Laurel Sumac Scrub

Laurel sumac scrub is located on the eastern third of the study area within a large drainage feature. The approximately 1.44-acre laurel sumac scrub is dominated by laurel sumac, with additional native species including California sagebrush, toyon (*Heteromeles arbutifolia*), poison oak (*Toxicodendron diversilobum*), blue elderberry, black sage (*Salvia mallifera*), giant wild rye (*Elymus condensatus*), and bush mallow. Non-native species within this area include black mustard, garland chrysanthemum, and Mexican fan palm (*Washingtonia robusta*).

Ornamental Plantings

Ornamental Plantings occur adjacent to the existing residential developments on the southern side of the study area, supporting approximately 3.29 acres of ornamental planting, which are dominated primarily by Peruvian pepper tree in the west, ornamental acacia (*Acacia* sp.) in the central area and maintained grassland in the east.

Tree Tobacco Stands

Tree tobacco stands are located within the eastern and western drainages of the study area. The approximately 1.96-acre tree tobacco stands are dominated by tree tobacco (*Nicotiana glauca*), a non-native species. Native species within this area includes laurel sumac, blue elderberry and a single arroyo willow (*Salix lasiolepis*) in the western drainage. Additional non-native species within this area include black mustard and garland chrysanthemum.

Upland Mustards

The majority (33.49 acres) of the study area is dominated by the upland mustards, which are heavily dominated by black mustard growing to a height in excess of eight feet. The native shrubs and trees within this area are in small clumps or are individuals and include laurel sumac and blue elderberry. Native herbaceous species have been mostly excluded, with only a few individuals of wild cucumber (*Marah watsonii*), lupine (*Lupinus* sp.), prickly pear, loco weed (*Astragalus gambelianus*), blue dicks (*Dichelostemma capitatum*), and horseweed (*Erigeron canadensis*) present. Additional non-native species in this area include garland chrysanthemum, shortpod mustard (*Hirschfeldia incana*), long-stemmed filaree, yellow sweetclover (*Melilotus indicus*), tocalote (*Centaurea melitensis*), acacia (*Acacia* sp.), pine (*Pinus* sp.), fennel (*Foeniculum vulgare*), gum (*Eucalyptus* sp.), Peruvian pepper, non-native oats (*Avena* sp.), dwarf nettle (*Urtica urens*), spiny sowthistle (*Sonchus asper*), California burclover (*Medicago polymorpha*), ripgut brome (*Bromus diandrus*), and milk thistle (*Silybum marianum*).

Special-Status Plant Species

Approximately 12.09 of upland mustards would be impacted by the proposed project; refer to the Biological Technical Report Table 5-1, *Summary of Vegetation/Land Use Impacts* ([Appendix B](#)). However, this vegetation type does not include any special status plant species. According to the Biological Technical Report, no special-status plants are present on the project site. Thus, no impacts to these resources would occur.



Special-Status Wildlife Species

According to the Biological Technical Report, one special-status wildlife species (northern harrier) was detected once on-site during the field surveys.

Northern Harrier (*Circus hudsonius*)

The northern harrier is designated as a CDFW California Species of Special Concern when nesting. The northern harrier frequents open wetlands, wet and lightly grazed pastures, old fields, dry uplands, upland prairies, mesic grasslands, drained marshlands, croplands, shrub-steppe, meadows, grasslands, open rangelands, desert sinks, and fresh and saltwater emergent wetlands and is seldom found in wooded areas. It uses tall grasses and forbs in wetlands, or at wetland/field borders for cover; it roosts on the ground. The home range usually includes fresh water. It is mostly found in flat, or hummocky, open areas of tall, dense grasses, moist or dry shrubs, and edges for nesting, cover, and feeding. While it seems to prefer to nest in the vicinity of marshes, rivers, or ponds, it may be found nesting in grassy valleys or on grass and sagebrush flats many miles from the nearest water. There is approximately 33.49 acres of potential foraging habitat (upland mustards) on the study area. The northern harrier was detected once during surveys foraging within the upland mustards on-site. This species is not expected to nest on-site due to the density of on-site vegetation. As such, impacts in this regard would be less than significant.

In addition to the one special-status wildlife species observed on-site, several special-status wildlife species (as followed) have the potential to occur on-site, despite not being observed during filed surveys.

Golden Eagle (*Aquila chrysaetos*)

The golden eagle is designated as a California Fully Protected Species and is considered a sensitive species when nesting or wintering. Range-wide, golden eagles occur locally in open country (e.g., tundra, open coniferous forest, desert, barren areas), especially in hills and mountainous regions. Within Southern California, the species prefers grasslands, brushlands (coastal sage scrub and sparse chaparral), deserts, oak savannas, open coniferous forests, and montane valleys. It uses rolling foothills and mountain terrain, wide arid plateaus deeply cut by streams and canyons, open mountain slopes, and cliffs and rock outcrops. Habitat for the golden eagle is typically rolling foothills, mountain areas, sage-juniper flats, and desert within its range in California. There is approximately 33.49 acres of potential foraging habitat (upland mustards) on the study area. The golden eagle was not detected during field surveys and has a low potential to forage within the upland mustards on-site. Due to the low potential to be on-site, impacts in this regard would be less than significant.

Swainson's Hawk (*Buteo swainsoni*)

The Swainson's hawk is designated as a state-listed threatened species. Typical habitat of the Swainson's hawk is open desert, sparse shrub lands, grassland, or cropland containing scattered, large trees or small groves. The species cannot forage in most perennial crops or in annual crops that grow much higher than native grasses, which makes prey more difficult to find. The species appears to increase in density as the percent of habitat in cultivation increases up to 30 percent in some areas or even up to 75 percent in North Dakota. It roosts in large trees, but will roost on the ground if trees are not available. It nests in scattered trees within these grassland, shrubland, or agricultural landscapes especially along stream courses or in open woodlands. There is approximately 33.49 acres of potential foraging habitat (upland mustards) on the study area. The Swainson's hawk was not detected during field surveys and has a low potential to forage within the upland mustards on-site. Due to the low potential to be on-site, impacts in this regard would be less than significant.

White-Tailed Kite (*Elanus leucurus*)

The white-tailed kite is designated as a California Fully Protected Species and is considered a sensitive species when nesting. In California, the white-tailed kite is a common to uncommon, year-long resident in coastal and valley lowlands; rarely found away from agricultural areas. It inhabits herbaceous and open stages of most habitats mostly in



cismontane California. It has extended its range and increased numbers in California in recent decades. In Southern California, it also roosts in salt grass and Bermuda grass. It uses herbaceous lowlands with variable tree growth, shrubs, sparse chaparral, almost any upland with sparse cover of shrubs to grassland with a dense population of voles. Substantial groves of dense, broad-leafed deciduous trees are used for nesting and roosting. There is approximately 33.49 acres of potential foraging habitat (upland mustards) on the study area. The white-tailed kite was not detected during field surveys and has a low potential to forage within the upland mustards on-site. Due to the low potential to be on-site, impacts in this regard would be less than significant.

American Badger (*Taxidea taxus*)

The American badger is designated as a CDFW Species of Special Concern. The American badger prefers open areas and may also frequent brushlands with little groundcover. When inactive, occupies underground burrow. Young are born in underground burrows. There is approximately 34.48 acres of potential habitat (brittle bush scrub, California brittle bush scrub, coast prickly pear scrub, upland mustards) on the study area. The American badger was not incidentally detected during field surveys and has a low potential to occur within its potential habitats. Due to the low potential to be on-site, impacts in this regard would be less than significant.

Coastal California Gnatcatcher (*Poliophtila californica californica*)

The coastal California gnatcatcher (CAGN) is designated as a federally threatened species and a CDFW California Species of Special Concern. CAGN typically occurs in or near sage scrub habitat, which is a broad category of vegetation that includes the following plant communities: Venturan coastal sage scrub, Diegan coastal sage scrub, maritime succulent scrub, Riversidean sage scrub, Riversidean alluvial fan sage scrub, southern coastal bluff scrub, and coastal sage-chaparral scrub. Coastal sage scrub is composed of relatively low-growing, dry-season deciduous, and succulent plants. Characteristic plants of this community include California sagebrush (*Artemisia californica*), various species of sage (*Salvia* sp.), California buckwheat (*Eriogonum fasciculatum*), lemonade berry (*Rhus integrifolia*), California encelia (*Encelia californica*), and *Opuntia* spp. In accordance with the U.S. Fish and Wildlife Service (USFWS) guidelines, presence/absence surveys for the federally listed threatened CAGN was conducted on-site from March 21 to June 25, 2019; refer to the CAGN Report. CAGN was not incidentally detected during focused surveys and has been confirmed absent within the study area.

According to the Biological Technical Report, 39.36 acres of the study area acre occurs within Unit 9 of the existing critical habitat for CAGN designated by the USFWS. According to the Biological Technical Report, the proposed project would impact approximately 13.94 acres of identified critical habitat for the CAGN. Of these areas, approximately 0.28 acres are disturbed, 0.13 acres are ornamental, 1.44 acres are tree tobacco stands, and 12.09 acres are upland mustards. According to the Biological Technical Report, primary constituent elements for CAGN are severely reduced or lacking due to the high degree of disturbance to native habitats with only approximately 0.99-acre on-site being considered actual suitable habitat (brittle bush scrub, California brittle bush scrub, and coast prickly pear scrub), and no suitable habitat is present within the proposed Parcel "1", where development (single-family estate) would occur. As such, the project would not result in a significant impact to CAGN under CEQA, as no development would occur within suitable habitat for CAGN and CAGN were not detected during focused surveys. Further, implementation of the proposed project would preserve those areas of the project site that are outside of Parcel "1" as open space. As such, impacts in this regard would be less than significant.

Overall, project implementation would not adversely impact candidate, sensitive, or special status species and impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.



- b) ***Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

Less Than Significant Impact With Mitigation Incorporated. As discussed in Response 4.4(a), the study area is comprised of nine different vegetation alliances/land use types, including brittle bush scrub (0.08-acre), California brittle bush scrub (0.65-acre), coast prickly pear scrub (0.26-acre), developed land (0.36-acre), disturbed land (1.11 acres), laurel sumac scrub (1.44 acres), ornamental plantings (3.29 acres), tree tobacco stands (1.96 acres), and upland mustards (33.49 acres); refer to [Exhibit 4.4-1](#). According to the Biological Technical Report, the project would impact 14.2 acres of disturbed habitats, including disturbed areas (0.28 acre), ornamental vegetation (0.4-acre), tree tobacco stands (1.44 acre), and upland mustards (12.09 acre). None of these vegetation types that would be impacted by the proposed project are considered native or sensitive habitats; as such, project implementation would not adversely impact native or special status vegetation communities.

The Jurisdictional Delineation Letter was prepared to document all aquatic and other hydrological features within the project site that are potentially subject to the jurisdiction of the Corps pursuant to Section 404 of the Federal Clean Water Act (CWA), the Santa Ana RWQCB pursuant to Section 401 of the CWA and/or Section 13263 of the California Porter-Cologne Water Quality Control Act (Porter-Cologne Act), and CDFW pursuant to Sections 1600 et seq. of the California Fish and Game Code (CFGC); refer to [Appendix B](#).

A total of 970 linear feet of ephemeral stream is present. The ephemeral stream originates on-site (at the southeastern portion of the project site) and extends in a southerly/southwestern direction before terminating on-site at the edge of a dirt access road located along the southern project boundary. This feature is characterized by the presence of erosional bed and banks, but does not exhibit evidence of an OHWM¹ or adequate flow sign even during an above average rainy season. The feature conveys surface water only in direct response to precipitation (e.g., rain), and was completely dry during field investigation despite recent rainfall during an above-average rainy season. Furthermore, the feature terminates on-site at a dirt road (i.e. is “isolated”) and does not connect to any downstream water. Pursuant to the *Navigable Waters Protection Rule*, ephemeral features, including ephemeral streams, swales, gullies, rills, and pools are not considered waters of the U.S. regardless of the presence or absence of an OHWM. Tributaries must satisfy the flow conditions of the definition described in 33 U.S.C. 1251 et seq. and its implementing regulations (33 CFR Part 328.3). As a result, this feature is not subject to Corps jurisdiction pursuant to Section 404 of the CWA. Since ephemeral features are not subject to Corps jurisdiction pursuant to Section 404 of the CWA, this feature is also not subject to Santa Ana RWQCB jurisdiction pursuant to Section 401 of the CWA. However, since this feature conveys surface flow with the potential to support beneficial uses, it is considered to be waters of the State that would be regulated by the Santa Ana RWQCB pursuant to Section 13260 of the California Water Code (CWC)/the Porter-Cologne Act. This feature (defined as Drainage A and its associated tributary [Tributary A-1]) is also under CDFW jurisdiction.

This feature, defined as Drainage A and its associated tributary, are generally unvegetated in the low flow channel. The banks are dominated by non-native upland species including tree tobacco, black mustard, and crown daisy. Native upland species are limited to a few stands of blue elderberry. No soil pits were excavated due to the lack of wetland hydrology and a predominance of upland vegetation. Santa Ana RWQCB jurisdiction totaled 0.13-acre, none of which is State wetland or riparian. CDFW jurisdiction totaled 0.17-acre, none of which is riparian. The extent of CDFW jurisdiction is depicted on Exhibit 3B of the Jurisdictional Delineation Letter; refer to [Appendix B](#).

Impacts to jurisdictional waters, including 0.13-acre of Santa Ana RWQCB jurisdiction and 0.17-acre of CDFW jurisdiction, are anticipated to occur on-site as a result of soil borrow and/or slope grading within the site. Up to 970 linear feet of ephemeral streambed may be permanently impacted from project construction- and operation-related activities. As such, consistent with existing regulations, the project would require a Section 13260 Waste Discharge Requirement from the Santa Ana RWQCB and a Section 1600 Streambed Alteration Agreement from the CDFW.

¹ U.S. Army Corps of Engineers, *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States*, 2008.



Further, impacts to waters of the State shall be mitigated at a minimum 1:1 ratio, subject to approval of the Santa Ana RWQCB and CDFW (Mitigation Measure BIO-1). With implementation of Mitigation Measure BIO-1, impacts to waters of the State would be reduced to a less than significant level.

Mitigation Measures:

BIO-1 The project applicant shall obtain a Section 13260 Waste Discharge Requirement from the Santa Ana Regional Water Quality Control Board (RWQCB) and a Section 1600 Streambed Alteration Agreement from the California Department of Fish and Wildlife (CDFW) for impacts to Waters of the State. Impacts shall be mitigated at a minimum 1:1 ratio, subject to consultation and approval of the Santa Ana RWQCB and CDFW, and include one, or a combination of, the following:

- On-site preservation;
- Off-site creation, enhancement, or restoration;
- Off-site acquisition and preservation; and/or
- Purchase of credits at an agency-approved mitigation bank or in-lieu fee program.

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

No Impact. As detailed in Response 4.4(b), State jurisdictional features observed within the project site consisted of an ephemeral feature that originates on-site in a southerly/southwesterly direction for approximately 970 linear feet before terminating on-site at the edge of a dirt access road located in the southeastern portion of the project site; refer to Appendix B. No Corps jurisdiction is associated with the project site. Santa Ana RWQCB jurisdiction totaled 0.13-acre, none of which is wetland or riparian. CDFW jurisdiction totaled 0.17-acre, none of which is riparian. As no wetland feature occur on-site, project development would not adversely impact State or Federally protected wetlands. No impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

d) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

Less Than Significant Impact With Mitigation Incorporated. Wildlife movement includes seasonal migration along migrational corridors, as well as daily movement for foraging. Migrational corridors may include corridors for unobstructed movement of deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and roosting and feeding sites for raptors and shorebirds. In some cases, noncontiguous patchworks of similar habitat types may act as corridors for some bird species by providing a “stepping-stone” function between areas composed of similar habitat types some distance apart from one another.

Although the undeveloped areas of the project site provide for the local movement and dispersal of local wildlife, the area is constrained by existing urban (residential) development to the east, south, and west. The existing development limits regional connectivity to other habitat areas and reduced the likelihood that large mammals utilize the project area for movement.

The project site contains vegetation with the potential to support native nesting birds protected under the Migratory Bird Treaty Act (MBTA) and CFGC. The MBTA governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. CFGC Sections 3505, 3503.5, and 3800 prohibit the take, possession, or



destruction of birds, their nests or eggs. Although the potential impacts to native birds was not considered a biologically significant impact under CEQA, vegetation clearing would be either conducted outside of nesting season or would require a nesting bird survey prior to clearing activities (Mitigation Measure BIO-2) in order to reduce any potential impacts to native nesting birds. With implementation of BIO-2 and compliance with the MBTA and CFGC provisions, the project's potential impacts in this regard would be reduced to less than significant levels.

Mitigation Measures:

BIO-2 As feasible, vegetation clearing associated with project construction shall be conducted outside of nesting season, which is generally identified as February 1 through September 15. If avoidance of the nesting season is not feasible, a qualified biologist shall conduct a nesting bird survey within three days prior to any disturbance of the site, including disking, demolition activities, and grading. If active nests are identified, the qualified biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Less Than Significant Impact. Municipal Code Chapter 16.08, *Tree Preservation*, regulates tree removal within the City in order to aid in beautification of the City, encourage sound development and raise property values, and promote the health, safety, prosperity and general welfare of the residents and property owners consistent with the right of an individual to develop private property in a manner which is not prejudicial to the public interest. Specifically, Municipal Code Section 16.08.070, *Subdivisions – Grading Plan to Indicate Planned Removal*, states that in the case of subdivision or division of land, the grading plan shall show the location of each tree proposed to be removed. If the City approved the subdivision map, it is not necessary to file an application as prescribed in Municipal Section 16.08.040, and the approval of the City of the subdivision may constitute a permit to remove the trees designated for removal on the grading plan. The grading plan proposes removal of existing trees situated in the southern portion of the project site. Notwithstanding, as discussed in Section 4.1, Aesthetics, pursuant to Municipal Code Section 18.36, Article II. Design Review, the project must submit a landscape plan that would show the existing trees to be removed, as well as proposed tree locations and species. With compliance with the City's existing regulatory process pertaining to tree removal, the project would not conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. According to the CDFW, the proposed project is located within the plan area of the Orange County Transportation Authority (OCTA) Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP).² It is acknowledged that the proposed project is situated outside of the boundaries of the County of Orange Central/Coastal Subregion NCCP/HCP. The OCTA NCCP/HCP encompasses all of Orange County and involves the acquisition, conservation, and enhancement of natural habitat as mitigation for impacts on biological resources from freeway capital improvement projects.³ The project is not a freeway capital improvement project and is not located within a Preserve Area (identified by fee title or by Conservation Easement). In addition, based on the analysis provided

² California Department of Fish and Wildlife, *California Natural Community Conservation Plans*, April 2019, <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>, accessed November 4, 2020.

³ Orange County Transportation Authority, *Implementing Agreement for the Orange County Transportation Authority Natural Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP)*, 2016.



above, the project would not result in significant impacts to biological resources. As such, development of the project would not conflict with the OCTA NCCP/HCP and no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.



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4.5 CULTURAL RESOURCES

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

This section is primarily based upon *Cultural Resources Survey For The Yorba Linda HOFF project, Yorba Linda, Orange County, California* (Cultural/Paleontological Resources Assessment), prepared by Anza Resource Consultants, November 2020; refer to Appendix C, Cultural/Paleontological Resources Assessment.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in Section 15064.5?

No Impact. The Cultural/Paleontological Resources Assessment included a field survey conducted on November 5 and 6, 2020 and a records search. The field (pedestrian) survey consisted of walking transects spaced no more than 15 meters apart and examining all areas of exposed ground surface for prehistoric artifacts, historic debris, or soil discoloration that might indicate the presence of a cultural midden. It is noted that approximately 19 percent (eight acres) of the project site was greater than 30 percent slope and, therefore, too steep for field survey; however, these areas were visually inspected as close as feasible during the field survey. The records search of the California Historical Resources Inventory System (CHRIS) was completed at the South Central Coast Information Center (SCCIC) to identify previous cultural resources studies and previously recorded cultural resources within a 0.5-mile radius of the project site. The CHRIS search results were provided on November 17, 2020, and included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. The records search also included a review of all available historic USGS 7.5-, 15-, and 30-minute quadrangle maps.

The records search identified three prehistoric resources and one historic built environmental resource within 0.5-mile radius of the project site, none of which are within or adjacent to the project site. It is noted that the identified historic resource (P-30-179857) is the Southern Sierras Powerline located approximate 0.25-mile northeast of the project site. The line segment of the Southern Sierras Powerline within the 0.5-mile search radius was recommended ineligible for NRHP or CRHR; refer to Cultural/Paleontological Resources Assessment Table 2, *Previously Recorded Cultural Resources within a 0.5-Mile Radius of the Project Site*. Further, no historical period buildings or structures were observed adjacent to the project site during the field survey.

Due to the lack of identified historic resources, project implementation would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.



b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less Than Significant Impact With Mitigation Incorporated. According to the Cultural/Paleontological Resources Assessment, the records search identified 12 previously recorded cultural resource studies conducted within 0.5-mile radius of the project site. Of these previous studies, one (OR-00266) examined the entire project site, and two (OR-00468 and OR-01159) are mapped partially within the site. The OR-00266 study included survey of some of the lower elevations of the project site, including the primarily flat or gradually sloping areas. The OR-00266 study identified two prehistoric isolated artifacts within its study area, neither of which was within nor adjacent to the project site. According to the Cultural/Paleontological Resources Assessment, the "Archaeological Test Report (ORA-848) on a Portion of Tentative Tract 10731 Located in Yorba Linda" was prepared by Scientific Resource Surveys, Inc. in 1979 and is mapped at SCIC as including the project site. However, SCCIC does not have that report on file and based on the title of the report, the study regards archaeological testing of a prehistoric site (CA-ORA-848) that is mapped outside of the current project site. As such, it is highly unlikely that OR-00468 included survey of any portion of the project site. Last, Pamela J. McGuire and Nancy Evans prepared the "Inventory of Features Cultural Resources Chino Hills State Park" (OR-01159) in 1984. This study is mapped at SCCIC as covering a sliver of the western edge of the current project site and a small portion of the southeast corner of the project site. SCCIC does not have the study report on file. Refer to Cultural/Paleontological Resources Assessment Table 1, *Previous Cultural Resource Studies within a 0.5-Mile Radius of the Project Site*, for a detailed discussion of these previous studies.

As discussed in Response 4.5(a) above and detailed in the Cultural/Paleontological Resources Assessment, the records search identified three prehistoric resources and one historic built environmental resource within 0.5-mile radius of the project site, none of which is within or adjacent to the project site. The nearest previously recorded prehistoric resource (P-30-000848) is located approximately 0.05-mile to the south of the project site. This P-30-000848 site was originally recorded in 1979 and described as a prehistoric lithic artifact scatter. The P-30-000848 site was determined to have insufficient information to be determined for listing on either the NRHP or CRHP and had since destroyed by development; refer to Cultural/Paleontological Resources Assessment Table 2.

During the field survey, all areas of exposed ground surface for prehistoric artifacts (e.g., chipped stone tools and production debris, stone milling tools, ceramics), historic debris (e.g., metal, glass, ceramics), or soil discoloration that might indicate the presence of a cultural midden were examined. The project site was dominated by tall non-native grasses that severely obscured ground visibility. A small, fenced area (circa 6 feet by 10 feet) was observed north of the Yorba Linda Water District fee parcel within the project site. This area had four palm trees planted and multiple large plastic fake rocks, typically used to cover landscape irrigation equipment, but loose here. This feature is too new to be considered for historic eligibility and of unknown purpose. Further, as noted on the Cultural/Paleontological Resources Assessment, approximately 19 percent (eight acres) of the project site was greater than 30 percent slope and therefore, too steep for intensive survey; refer to Figures 4 and 5 of the Cultural/Paleontological Resources Assessment. However, these areas were visually inspected as close as feasible during the field survey and no evidence of rock shelters or other cultural resources were observed. In addition, extremely dense vegetation made survey of some drainage bottom virtually impossible.

As concluded on the Cultural/Paleontological Resources Assessment, no cultural resources were observed or previously recorded within or adjacent the project site. Although portions of the project site were too steep to survey, in the absence of rock shelters or other unique features, such steep areas have a low potential to possess archaeological resources in this region. As such, the Cultural/Paleontological Resources Assessment determined that the archaeological sensitivity of the project site is considered low. Nevertheless, as proposed earthwork for the project would involve approximately 180,983 cubic yards of cut and 184,930 cubic yards of fill, project construction has the potential to uncover previously undiscovered archaeological resources. As such, Mitigation Measure CUL-1 would require an archaeologist to be contacted if cultural resources are encountered during ground-disturbing activities. Work within the immediate area must halt and the find must be evaluated for significance under CEQA. With implementation of Mitigation Measure CUL-1, the project would not cause a substantial adverse change in the significance of an



archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines, and any potential impacts to unanticipated discovery of cultural resources would be reduced to less than significant levels.

Mitigation Measures:

CUL-1 If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service 1983) must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less Than Significant Impact With Mitigation Incorporated. The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, those remains would require proper treatment in accordance with applicable laws. State of California Public Resources Health and Safety Code Section 7050.5 through 7055 describe the general provisions for human remains. Specifically, State Health and Safety Code Section 7050.5 requires if any human remains are accidentally discovered during excavation of a site, the County Coroner shall be notified of the find immediately, and no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. As required by State law, if the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC). In accordance with Public Resources Code Section 5097.98, the Lead Agency (i.e., the City of Monrovia) shall consult with the affected tribe to determine the appropriate treatment (Mitigation Measure TCR-1). Following compliance with the aforementioned regulations, and Mitigation Measure TCR-1, impacts related to the disturbance of human remains would be less than significant.

Mitigation Measures: Refer to Mitigation Measure TCR-1.



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4.6 ENERGY

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

- a) ***Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?***

Less Than Significant Impact.

Regulatory Framework

California Building Energy Efficiency Standards

The 2019 California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as “Title 24,” became effective on January 1, 2020. In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Under 2019 Title 24 standards, residential buildings will use about 53 percent less energy (mainly due to solar photovoltaic panels and lighting upgrades) when compared to those constructed under 2016 Title 24 standards. The 2019 Title 24 standards require installation of energy efficient windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

California Green Building Standards

The 2019 California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as CALGreen, went into effect on January 1, 2020. CALGreen is the first-in-the-nation mandatory green buildings standards code. The California Building Standards Commission developed CALGreen in an effort to meet the State’s landmark initiative Assembly Bill (AB) 32 goals, which established a comprehensive program of cost-effective reductions of greenhouse gas (GHG) emissions to 1990 levels by 2020. CALGreen was developed to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, and healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the environmental directives of the administration. CALGreen requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.

Project-Related Sources of Energy Consumption

This analysis focuses on three sources of energy that are relevant to the proposed project: electricity, natural gas, and transportation fuel for vehicle trips associated with new development and for project construction. The analysis of operational electricity/natural gas usage is based on the California Emissions Estimator Model version 2016.3.2



(CalEEMod) modeling results for the project, which quantifies energy use for occupancy. The project's estimated electricity/natural gas consumption is based primarily on CalEEMod's default settings for Orange County, and consumption factors provided by Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas) (the electricity and natural gas providers for the City of Yorba Linda and the project site). The results of the CalEEMod modeling are included in Appendix A, Air Quality/GHG/Energy Analysis. The amount of operational fuel consumption was estimated using the California Air Resources Board's Emissions Factor 2017 (EMFAC2017) computer program which provides projections for typical daily fuel usage in Orange County, and the project's annual vehicle miles traveled (VMT) outputs from CalEEMod. The estimated construction fuel consumption is based on the project's construction equipment list timing/phasing, and hours of duration for construction equipment.

The project's estimated energy consumption is summarized in Table 4.6-1, Energy Consumption. As shown in Table 4.6-1, the project's electricity usage would constitute an approximate 0.00004 percent increase over Orange County's typical annual electricity and an approximate 0.00002 percent increase over Orange County's typical annual natural gas consumption. The project's construction and operational vehicle fuel consumption would increase Orange County's consumption by 0.001337 percent and 0.00012 percent, respectively.

**Table 4.6-1
Energy Consumption**

Energy Type	Project Annual Energy Consumption ¹	Orange County Annual Energy Consumption ²	Percentage Increase Countywide ²
Electricity Consumption	8 MWh	19,459,509 MWh	0.00004%
Natural Gas Consumption	151 therms	623,146,364 therms	0.00002%
Fuel Consumption			
• Construction (Heavy-Duty Diesel Vehicle) Fuel Consumption ³	17,091 gallons	123,935,784 gallons	0.01337%
• Operational Automotive Fuel Consumption ³	1,466 gallons	1,149,476,040 gallons	0.00012%
Notes:			
1. As modeled in CalEEMod version 2016.3.2.			
2. The project increases in electricity and natural gas consumption are compared to the total consumption in Orange County in 2019. The project increases in automotive fuel consumption are compared with the projected Countywide fuel consumption in 2022, the year of operation. Orange County electricity consumption data source: California Energy Commission, <i>Electricity Consumption by County</i> , http://www.ecdms.energy.ca.gov/elecbycounty.aspx , accessed November 18, 2020. Orange County natural gas consumption data source: California Energy Commission, <i>Gas Consumption by County</i> , http://www.ecdms.energy.ca.gov/gasbycounty.aspx , accessed November 18, 2020.			
3. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the California Air Resources Board EMFAC2017 model.			
Refer to <u>Appendix A, Air Quality/GHG/Energy Analysis</u> , for assumptions used in this analysis.			

Construction-Related Energy Consumption

Project construction would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during grading and construction. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. There is growing recognition among



developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.¹

Reductions in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than non-recycled materials.² The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source materials.³ The project-related incremental increase in the use of energy, bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas), would not substantially increase demand for energy compared to overall local and regional demand for construction materials. As indicated in Table 4.6-1, the project's fuel consumption from construction would be approximately 17,091 gallons, which would increase fuel use in the County by 0.001337 percent. As such, construction would have a nominal effect on the local and regional energy supplies. It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, a less than significant impact would occur in this regard.

Operational Energy Consumption

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration (NTSA) is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 4.6-1 provides an estimate of the daily fuel consumed by vehicles traveling to and from the site. As indicated in Table 4.6-1, project operations are estimated to consume approximately 1,466 gallons of fuel per year, which would increase the Orange County's automotive fuel consumption by 0.00012 percent. The project would not result in any unusual characteristics that would result in excessive operational fuel consumption. Fuel consumption associated with project-related vehicle trips would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. As such, a less than significant impact would occur in this regard.

Electricity Demand

The project would consume energy for interior and exterior lighting; heating, ventilation, and air conditioning (HVAC); refrigeration; electronics systems; appliances; and security systems, among other common household features. The project would be required to comply with Title 24 standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Further, the Title 24 standards, includes mandated photovoltaic solar panels and other lighting upgrades and would ensure residential structures use 53 percent less energy than those constructed under the previous Title 24 standards. Implementation of the Title 24 standards significantly reduces energy usage. Furthermore, the electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase

¹ U.S. Green Building Council, *Green Building Costs and Savings*, <https://www.usgbc.org/articles/green-building-costs-and-savings>, accessed December 23, 2020.

² California Department of Resources Recycling and Recovery, *Green Building Materials*, <https://www.calrecycle.ca.gov/greenbuilding/materials#Material>, accessed November 2020.

³ Ibid.



procurement from eligible renewable energy resources to 33 percent of total procurement by 2020 and to 50 percent of total procurement by 2030. As indicated in Table 4.6-1, operational energy consumption would represent an approximate 0.00004 percent increase in electricity consumption over the current Countywide usage. Therefore, the project would not result in the inefficient, wasteful, or unnecessary consumption of building energy, and impacts in this regard would be less than significant.

As indicated in Table 4.6-1, operational energy consumption would represent an approximate 0.00004 percent increase in electricity consumption and a 0.00002 percent increase in natural gas consumption over the current Countywide usage. The project would adhere to all Federal, State, and local requirements for energy efficiency, including the Title 24 standards. Additionally, the project would not result in a substantial increase in demand or transmission service, resulting in the need for new or expanded sources of energy supply or new or expanded energy delivery systems or infrastructure. The project would not result in the inefficient, wasteful, or unnecessary consumption of building energy. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) *Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?*

Less than Significant Impact. The City of Yorba Linda does not have an adopted renewable energy or energy efficiency plan. State and local plans for renewable energy and energy efficiency include the California Public Utilities Commission's (CPUC) Energy Efficiency Strategic Plan, the Title 24 standards, and the CALGreen standards. The project would be required to comply with Title 24 and CALGreen standards. Compliance with Title 24 standards and CALGreen standards would ensure the project incorporates energy efficient windows, solar panels, insulation, lighting, ventilation systems, as well as water efficient fixtures and electric vehicles charging infrastructure. Adherence to the CPUC's energy requirements would ensure conformance with the State's goal of promoting energy and lighting efficiency. Therefore, the proposed project would result in less than significant impacts associated with renewable energy or energy efficiency plans.

Mitigation Measures: No mitigation measures are required.



4.7 GEOLOGY AND SOILS

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

This section is primarily based upon the following technical studies:

- *Preliminary Geotechnical Investigation Report, Tentative Parcel Map No. 2020-125, Yorba Linda, California* (Geotechnical Investigation), prepared by TGR Geotechnical, Inc., May 8, 2020; refer to Appendix D, Geotechnical Investigation;
- *Cultural Resources Survey For The Yorba Linda HOFF project, Yorba Linda, Orange County, California* (Cultural/Paleontological Resources Assessment), prepared by Anza Resource Consultants, November 2020; refer to Appendix C, Cultural/Paleontological Resources Assessment.

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

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

No Impact. The project site, like the rest of southern California, is located within a seismically active margin between the North American and Pacific tectonic plates. According to the Geotechnical Investigation, the proposed Parcel “1” (center parcel of the project site where the proposed single-family home would occur) is not included within any Alquist-



Priolo earthquake fault zone and no known active or potentially active faults located within or immediately adjacent to Parcel "1". As such, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

2) Strong seismic ground shaking?

Less Than Significant Impact. The Geotechnical Investigation states that the closest faults to Parcel "1" are the Whittier Fault, located approximately 0.5-mile to the southwest. Other faults close to Parcel "1" include the Chino fault, located approximately 5 miles to the east, and Peralta Hills Fault, located approximately 5.5 miles to the south; refer to Figure 4, *Regional Fault Map*, of the Geotechnical Investigation (Appendix D).

Based on the proximity of Parcel "1" to several known active faults, moderate to severe seismic ground shaking can be expected during the project's lifetime. The project would be required to comply with existing seismic design requirements of the California Building Code as incorporated by reference pursuant to Municipal Code Section 15.04.010, *Building Code Adopted*, as well as site-specific seismic design recommendations identified in the Geotechnical Investigation Recommendations section to minimize the potential for damage and major injury during a seismic event; refer to Appendix D pages 9 through 15. Following conformance with all seismic design recommendations identified in the Geotechnical Investigation and California Building Code, impacts related to seismic ground shaking would be less than significant.

Mitigation Measures: No mitigation measures are required.

3) Seismic-related ground failure, including liquefaction?

No Impact. Liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater occurs at shallow depth (generally within 50 feet of the ground surface) or where lands are underlain by loose, cohesionless deposits. Liquefaction typically results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata behave similarly to a heavy liquid.

According to the Geotechnical Investigation, Parcel "1" is underlain by bedrock and is not located within an area having a potential for earthquake-induced liquefaction; refer to Figure 5 of the Geotechnical Investigation (Appendix D). As such, the Geotechnical Investigation concluded that the potential for liquefaction on-site is considered to be negligible. Additionally, as Parcel "1" is underlain by bedrock, the Geotechnical Investigation concluded that potential for seismically induced settlement is also considered negligible. As such, no impacts are anticipated in this regard.

Mitigation Measures: No mitigation measures are required.

4) Landslides?

Less Than Significant Impact. According to the Geotechnical Investigation, Parcel "1" is not located within an area with the potential for earthquake-induced landsliding; refer to Figure 5 of the Geotechnical Investigation. As detailed in the Geotechnical Investigation, Parcel "1" is underlain by bedrock with 2 to 3.5 feet of topsoil/colluvium. Evidence of ancient or recent landslide or past surficial slope failures were not observed on Parcel "1" during the field study and site visit, conducted as part of the Geotechnical Investigation. Further, according to the Geotechnical Investigation, site slopes are considered grossly stable based on slope stability calculations; refer to Appendix D of the Geotechnical Investigation for a site-specific slope stability analysis. Additionally, the project would be required to comply with site-specific design recommendations identified in the Geotechnical Investigation to reduce the risk relating to slope instability. According to the Geotechnical Investigation, it is recommended that a program be implemented for aggressive slope maintenance, which may include annual cleanout of drains, elimination of burrowing rodents,



maintaining drought and fire resistant, deep-rooted ground cover, and proper irrigation. As such, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b) *Result in substantial soil erosion or the loss of topsoil?*

Less Than Significant Impact. Refer to Responses 4.10(a) and 4.10(c)(1). As the project would disturb more than one acre of soil, the project would be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) Construction General Permit, which would require preparation of a Storm Water Pollution Prevention Plan (SWPPP) for approval by the San Diego Regional Water Quality Control Board prior to construction. The SWPPP would identify best management practices (BMPs) to be implemented with the project in order to prevent erosion, minimize siltation impacts, and protect water quality. In addition, Municipal Code Chapter 15.40, Grading, contains design standard for drainage (Section 15.40.090) and requirements for slope protection (Section 15.40.100). Further, Municipal Code Section 15.40.510, *Owner Responsible – Maintenance on Site*, requires the continued maintenance of all cut and fill slopes including repairs to berms, ditches, paved drainage terraces, down drains, and erosion control devices upon completion of grading work on any property. Thus, following conformance with the NPDES and Municipal Code requirements, impacts concerning substantial soil erosion and loss of topsoil would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. Refer to Responses 4.7(a)(3), 4.7(a)(4), and 4.7(d) for a discussion concerning liquefaction, landslides, and expansive soils.

Lateral spreading is limited displacement ground failure, often associated with liquefaction. Lateral spreading is typically exemplified by the formation of vertical cracks on the surface of liquefied soils, and usually takes place on gently sloping ground or level ground with nearby free surface such as a drainage or stream channel. According to the Geotechnical Investigation, the potential for lateral spreading is considered negligible as Parcel “1” is underlain by bedrock. No impacts would occur in this regard.

Subsidence can occur in various ways during an earthquake. Large areas of land can subside drastically during an earthquake because of offset along fault lines; land subsidence can also occur as a result of settling and compacting of unconsolidated sediment (i.e., settlement) from seismic shaking. Collapsible soils generally have loose soil structures that can greatly decrease in volume upon wetting, additional loading, or both. Soil collapse typically occurs due to the addition of water. According to the Geotechnical Investigation, the total settlement is not expected to exceed 1 inch. The differential settlement between columns is estimated as 1/2 inch. Additionally, as Parcel “1” is underlain by bedrock, the Geotechnical Investigation concluded that potential for seismically induced settlement is also considered negligible. As such, no impacts are anticipated in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements. According to the Geotechnical Investigation, the near-surface soils on-site have an expansion index of 41-58, which correlates to a low to medium expansion potential.



Additionally, according to Geotechnical Investigation, it is recommended that the upper 5 feet of the fill placed for the building pad shall be compacted to a minimum of 90 percent relative compaction to reduce the impact of expansive soils. As discussed above, the project would be required to comply with all site-specific design recommendations identified in the Geotechnical Investigation. As such, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

- e) ***Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

No Impact. No septic tanks or alternative wastewater systems would be constructed as part of the project. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. The Cultural/Paleontological Resources Assessment included a paleontological resources records search for the project site. According to the Cultural/Paleontological Resources Assessment, the geologic units underlying the project area are mapped entirely as the La Vida Shale Member of the Monterey Formation. The Monterey Formation is an extensive Miocene sedimentary marine deposit well documented to possess extensive fossil resources. The paleontological resources records search revealed that the project site is sensitive for buried paleontological resources of the Monterey Formation and project excavation has the potential to impact such resources. As such, paleontological monitoring of ground disturbing activities is recommended (Mitigation Measure GEO-1). Mitigation Measure GEO-1 would require implementation of a Paleontological Resource Mitigation Plan, which would include retainment of a qualified paleontologist, a Paleontological Mitigation and Monitoring Program, paleontological monitoring during ground disturbing activities, course of actions (if fossils are discovered), and a Final Paleontological Mitigation Report. As concluded on the Cultural/Paleontological Resources Assessment, implementation of the Mitigation Measure GEO-1 would reduce impacts to paleontological resources to a less than significant level.

Mitigation Measures:

GEO-1 Prior to issuance of a grading plan, the project applicant shall submit a Paleontological Resource Mitigation Plan for approval by the City of Yorba Linda. The Paleontological Resource Mitigation Plan shall include the following components:

- **Retain a Qualified Paleontologist.** Prior to initial ground disturbance, the applicant shall retain a project paleontologist, defined as a paleontologist who meets the Society for Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources. A qualified paleontologist (Principal Paleontologist) is defined by the SVP standards as an individual with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least one year.
- **Paleontological Mitigation and Monitoring Program.** Prior to construction activity, the Principal Paleontologist shall prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity for the proposed project. This program shall outline paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications.



- Paleontological Monitoring. Ground disturbing construction activities (including grading, trenching, foundation work and other excavations) exceeding five feet in depth shall be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. The Paleontological Mitigation and Monitoring Program shall be supervised by the Principal Paleontologist. Monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring shall be determined by the Principal Paleontologist. If the Principal Paleontologist determines that full-time monitoring is no longer warranted, he or she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring shall be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Principal Paleontologist. Ground disturbing activity that does not exceed five feet in depth shall not require paleontological monitoring.
- Salvage of Fossils. If fossils are discovered, the project paleontologist or paleontological monitor shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist shall have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner.
- Preparation and Curation of Recovered Fossils. Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the John D. Cooper Center or Western Science Center), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Principal Paleontologist.
- Final Paleontological Mitigation Report. Upon completion of ground disturbing activity (and curation of fossils if necessary) the Principal Paleontologist shall prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report shall include discussion of the location, duration, and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.



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4.8 GREENHOUSE GAS EMISSIONS

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

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting approximately 425 million metric tons of carbon dioxide equivalent (MMTCO₂e) per year.¹ Methane (CH₄) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO₂, CH₄, and nitrous oxide (N₂O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO₂ concentrations ranged from 180 to 300 parts per million (ppm). For the period from approximately 1750 to the present, global CO₂ concentrations increased from a pre-industrialization period concentration of 280 to 379 ppm in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range. As of October 2020, the highest monthly average concentration of CO₂ in the atmosphere was recorded at 417 ppm.²

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO₂e)³ concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

¹ California Air Resources Board, *California Greenhouse Gas Emissions for 2000 to 2018*, https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2018/ghg_inventory_trends_00-18.pdf, accessed October 21, 2020.

² Scripps Institution of Oceanography, *Carbon Dioxide Concentration at Mauna Loa Observatory*, <https://scripps.ucsd.edu/programs/keelingcurve/>, accessed October 21, 2020.

³ Carbon Dioxide Equivalent (CO₂e) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.



Regulatory Framework

Federal

U.S. Environmental Protection Agency Endangerment Finding. The U.S. Environmental Protection Agency's (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO₂, CH₄, N₂O, hydrofluorocarbons [HFCs], perfluorocarbons [PFCs], and sulfur hexafluoride [SF₆]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing Clean Air Act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

State

Assembly Bill 32 (California Global Warming Solutions Act of 2006). California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500 - 38599). AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on Statewide GHG emissions. AB 32 requires that Statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then the California Air Resources Board (CARB) should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 32. Signed into law in September 2016, SB 32 codifies the 2030 target in the recent Executive Order B-30-15. The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. In December 2017, CARB approved the *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target* that provides guidance for compliance with SB 32.

Senate Bill 375. SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities' strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets are updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets.

Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the Secretary of the California Environmental Protection Agency (Cal/EPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The Secretary also submits biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of Cal/EPA created the California Climate Action Team, made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed



to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Title 24, Part 6. The California Energy Efficiency Standards for Residential and Nonresidential Buildings, Title 24, Part 6 of the California Code of Regulations (CCR) and commonly referred to as “Title 24,” were established in 1978 in response to a legislative mandate to reduce California’s energy consumption. Part 6 of Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2019 Title 24 standards took effect on January 1, 2020. Under 2019 Title 24 standards, residential buildings will use about 53 percent less energy, mainly due to solar photovoltaic panels and lighting upgrades, when compared to those constructed under 2016 Title 24 standards.⁴

Title 24, Part 11. The California Green Building Standards Code (CCR Title 24, Part 11), commonly referred to as CALGreen, is a Statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in five green building topical areas. The most recent update to the CALGreen Code went into effect on January 1, 2020.

CARB Scoping Plan. On December 11, 2008, CARB adopted its Climate Change Scoping Plan (Scoping Plan), which functions as a roadmap to achieve GHG reductions in California required by AB 32 through subsequently enacted regulations. CARB’s Scoping Plan contains the main strategies California will implement to reduce CO₂e emissions by 174 million metric tons (MT), or approximately 30 percent, from the State’s projected 2020 emissions level of 596 million MTCO₂e under a business as usual (BAU)⁵ scenario. This is a reduction of 42 million MTCO₂e, or almost ten percent, from 2002 to 2004 average emissions, but requires the reductions in the face of population and economic growth through 2020.

In December 2017, CARB approved the *California’s 2017 Climate Change Scoping Plan: The Strategy for Achieving California’s 2030 Greenhouse Gas Target* (2017 Scoping Plan). This update focuses on implementation of a 40 percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this the updated Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy:

- *More Clean Cars and Trucks:* The plan sets out far-reaching programs to incentivize the sale of millions of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.
- *Increased Renewable Energy:* California’s electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The Scoping Plan guides utilities to 50 percent renewables, as required under SB 350.
- *Slashing Super-Pollutants:* The plan calls for a significant cut in super-pollutants such as methane and HFC refrigerants, which are responsible for as much as 40 percent of global warming.
- *Cleaner Industry and Electricity:* California’s renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions will continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- *Cleaner Fuels:* The Low Carbon Fuel Standard will drive further development of cleaner, renewable transportation fuels to replace fossil fuels.

⁴ California Energy Commission, *2019 Building Energy Efficiency Standards*, March 2018.

⁵ “Business as Usual” refers to emissions that would be expected to occur in the absence of GHG reductions; refer to <http://www.arb.ca.gov/cc/inventory/data/bau.htm>. Note that there is significant controversy as to what BAU means. In determining the GHG 2020 limit, CARB used the above as the “definition.” It is broad enough to allow for design features to be counted as reductions.



- Smart Community Planning: Local communities will continue developing plans which will further link transportation and housing policies to create sustainable communities.
- Improved Agriculture and Forests: The Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

Regional

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments. On September 3, 2020, the Regional Council of SCAG formally adopted *The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments – Connect SoCal* (2020–2045 RTP/SCS). The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainability policies; and
- Promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the State-mandated reductions in GHG emissions through reduced per capita VMT: Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and -green regions.

Thresholds of Significance

Amendments to CEQA Guidelines Section 15064.4 were adopted to assist lead agencies in determining the significance of the impacts of GHG emissions and gives lead agencies the discretion to determine whether to assess those emissions quantitatively or qualitatively. This section recommends certain factors to be considered in the determination of significance (i.e., the extent to which a project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a plan for the reduction or mitigation of GHGs). The amendments do not establish a threshold of significance; rather, lead agencies are granted discretion to establish significance thresholds for their respective jurisdictions, including looking to thresholds developed by other public agencies or suggested by other experts, such as the California Air Pollution Control Officers Association (CAPCOA), so long as any threshold chosen is supported by substantial evidence (CEQA Guidelines Section 15064.7(c)). The California Natural Resources Agency has also clarified that the CEQA Guidelines amendments focus on the effects of GHG emissions as cumulative impacts, and therefore GHG emissions should be analyzed in the context of CEQA's requirements for cumulative impact analyses (CEQA Guidelines Section 15064(h)(3)).^{6,7} A project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides specific requirements to avoid or substantially lessen the cumulative problem within the geographic area of the project.⁸

⁶ California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action*, pp. 11-13, 14, 16, December 2009, https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/Final_Statement_of_Reasons.pdf, accessed October 21, 2020.

⁷ State of California Governor's Office of Planning and Research, *Transmittal of the Governor's Office of Planning and Research's Proposed SB97 CEQA Guidelines Amendments to the Natural Resources Agency*, April 13, 2009, <https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf>, accessed October 21, 2020.

⁸ 14 California Code of Regulations Section 15064(h)(3).



The City of Yorba Linda (City) has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Nor have the South Coast Air Quality Management District (SCAQMD), CARB, or any other State or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with Statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of the project's GHG emissions impacts is not based on the amount of GHG emissions resulting from the project.

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

Less Than Significant Impact. Refer to Response 4.8(b).

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact.

Project-Related Sources of Greenhouse Gases

Project-related GHG emissions would include emissions from direct and indirect sources. The proposed project would result in direct and indirect emissions of CO₂, N₂O, and CH₄, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. The California Emissions Estimator Model version 2016.3.2 (CalEEMod) relies upon trip generation rates and project specific land use data to calculate emissions. Based on the *Yorba Linda Hills - Hoff Project Trip Generation & Vehicle Miles Traveled Screening Analysis (GGI Project No. 19307)* (Transportation Assessment), prepared by Ganddini Group, Inc., November 18, 2020 (refer to Appendix G, Transportation Assessment), the project would generate approximately 9 average daily trips, including 1 trip during the a.m. peak hour and 1 trip during the p.m. peak hour.⁹ Table 4.8-1, Estimated Greenhouse Gas Emissions, presents the estimated CO₂, N₂O, and CH₄ emissions of the proposed project. The CalEEMod outputs are contained within the Appendix A, Air Quality/GHG/Energy Analysis.

⁹ Ganddini Group, Inc., *Yorba Linda Hills - Hoff Project Trip Generation & Vehicle Miles Traveled Screening Analysis (GGI Project No. 19307)*, November 18, 2020.



Direct Project-Related Sources of Greenhouse Gases

- Construction Emissions. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions.¹⁰ As seen in Table 4.8-1, the proposed project would result in 7.98 MTCO₂e/yr, which represents 239.47 MTCO₂e when amortized over 30 years.
- Area Source. The project would directly result in 0.34 MTCO₂e/yr from area source emissions; refer to Table 4.8-1.
- Mobile Source. As previously discussed, the project is anticipated to generate approximately 9 average daily trips. The project would directly result in 11.48 MTCO₂e/yr of mobile source-generated GHG emissions; refer to Table 4.8-1.

Table 4.8-1
Estimated Greenhouse Gas Emissions

Source	CO ₂	CH ₄		N ₂ O		Total Metric Tons of CO ₂ e ^{2,4}
	Metric Tons/yr ¹	Metric Tons/yr ¹	Metric Tons of CO ₂ e ¹	Metric Tons/yr ¹	Metric Tons of CO ₂ e ¹	
Direct Emissions						
• Construction (amortized over 30 years)	7.95	<0.01	0.04	0.00	0.00	7.98
• Area Source	0.33	<0.01	0.01	<0.01	<0.01	0.34
• Mobile Source	11.46	<0.01	0.02	0.00	0.00	11.48
Indirect Emissions						
• Energy	2.71	<0.01	<0.01	<0.01	<0.01	2.72
• Water Demand	0.36	<0.01	0.04	<0.01	0.01	0.41
• Waste	0.12	0.01	0.18	0.00	0.00	0.31
Total Project-Related Emissions^{2,3}	23.23 MTCO₂e/yr					
Notes:						
1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD.						
2. Totals may be slightly off due to rounding.						
3. The reduction/credits for operational emissions are based on “mitigation” included in CalEEMod and are required by 2019 Title 24 Standards. Additionally, the project would be ten percent more efficient than 2019 Title 24 Standards. The emissions results in this table represent the “mitigated” emissions shown in <u>Appendix A</u> .						
4. Carbon dioxide equivalent values calculated using the U.S. Environmental Protection Agency Website, <i>Greenhouse Gas Equivalencies Calculator</i> , http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator , accessed November 6, 2020.						
Refer to Appendix A for detailed model input/output data.						

Indirect Project-Related Sources of Greenhouse Gases

- Energy Consumption. Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Southern California Edison (SCE) would provide electricity to the project site. The project would indirectly result in 2.72 MTCO₂e/year due to energy consumption; refer to Table 4.8-1.
- Water Demand. Project operations would result in 0.41 MTCO₂e/year from indirect energy impacts due to water demands would result in; refer to Table 4.8-1.
- Solid Waste. Solid waste associated with operations of the proposed project would result in 0.31 MTCO₂e/year; refer to Table 4.8-1.

¹⁰ The project lifetime is based on the standard 30-year assumption of the South Coast Air Quality Management District (South Coast Air Quality Management District, *Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold*, October 2008).



Total Project-Related Sources of Greenhouse Gases

As shown in [Table 4.8-1](#), the total amount of proposed project-related GHG emissions from direct and indirect sources combined would total 23.23 MTCO₂e/yr.

Consistency with Applicable GHG Plans, Policies, or Regulations

2017 Scoping Plan Consistency

As stated above, the goal to reduce GHG emissions to 1990 levels by 2020 (Executive Order S-3-05) was codified by the California Legislature as AB 32. In 2008, CARB approved a Scoping Plan as required by AB 32. The Scoping Plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2017 Scoping Plan identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the first update to the Scoping Plan (2013 Scoping Plan). Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted subsequently as required to achieve Statewide GHG emissions targets.

[Table 4.8-2, *Project Consistency with the 2017 Scoping Plan*](#), summarizes the project's consistency with applicable policies and measures of the 2017 Scoping Plan. As summarized, the project would not conflict with any of the provisions of the 2017 Scoping Plan and would support four of the action categories through energy efficiency, water conservation, recycling, and landscaping.

**Table 4.8-2
Project Consistency with the 2017 Scoping Plan**

Sector/Source	Category/Description	Consistency Analysis
Area		
SCAQMD Rule 445 (Wood Burning Devices)	Restricts the installation of wood-burning devices in new development.	Mandatory Compliance. Approximately 15 percent of California's major anthropogenic sources of black carbon include fireplaces and woodstoves. ¹ The project would not include hearths (woodstove and fireplaces) as mandated by this rule.
Energy		
California Renewables Portfolio Standard, Senate Bill 350 (SB 350) and Senate Bill 100 (SB 100)	Increases the proportion of electricity from renewable sources to 33 percent renewable power by 2020. SB 350 requires 50 percent by 2030. SB 100 requires 44 percent by 2024, 52 percent by 2027, and 60 percent by 2030. It also requires the State Energy Resources Conservation and Development Commission to double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.	No Conflict. The project would utilize electricity provided by SCE, which is required to meet the 2020, 2030, 2045, and 2050 performance standards. In 2019, 35 percent of SCE's electricity came from renewable resources. ²
California Code of Regulations, Title 24, Building Standards Code	Requires compliance with energy efficiency standards for residential and nonresidential buildings.	Mandatory Compliance. The project is required to meet the applicable requirements of the 2019 Title 24 Building Energy Efficiency Standards, including installation of rooftop solar panels and additional CALGreen requirements (see discussion under CALGreen Code Requirements below).



Table 4.8-2 [cont'd]
Project Consistency with the 2017 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
California Green Building Standards (CALGreen) Code Requirements	All bathroom exhaust fans are required to be ENERGY STAR compliant.	Mandatory Compliance. The project construction plans are required to demonstrate that energy efficiency appliances, including bathroom exhaust fans, and equipment are ENERGY STAR compliant.
	HVAC system designs are required to meet American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards.	Mandatory Compliance. The project construction plans are required to demonstrate that the HVAC system meets the ASHRAE standards.
	Air filtration systems are required to meet a minimum efficiency reporting value (MERV) 8 or higher.	Mandatory Compliance. The project is required to install air filtration systems (MERV 13 or higher) as part of its compliance with 2019 Title 24 Section 150.0, <i>Mandatory Features and Devices</i> .
	Refrigerants used in newly installed HVAC systems shall not contain any chlorofluorocarbons.	Mandatory Compliance. The project must meet this requirement as part of its compliance with the CALGreen Code.
Mobile Sources		
Mobile Source Strategy (Cleaner Technology and Fuels)	Reduce GHGs and other pollutants from the transportation sector through transition to zero-emission and low-emission vehicles, cleaner transit systems, and reduction of vehicle miles traveled.	Consistent. The project would be consistent with this strategy by installing a raceway to accommodate future electric vehicle (EV) charging spaces to support the use of zero-emission and low-emission vehicles per CALGreen Code Residential Mandatory Measure 4.106.4.1.
Senate Bill (SB) 375	SB 375 establishes mechanisms for the development of regional targets for reducing passenger vehicle GHG emissions. Under SB 375, CARB is required, in consultation with the state's Metropolitan Planning Organizations, to set regional GHG reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035.	Consistent. The project would comply with the Southern California Association of Governments (SCAG) <i>2020–2045 Regional Transportation Plan/Sustainable Communities Strategy</i> (2020-2045 RTP/SCS), and therefore, the project would be consistent with SB 375. Consistency with the 2020-2045 RTP/SCS is discussed below in Table 4.8-3, Project Consistency with the 2020-2045 RTP/SCS .
Water		
CCR, Title 24, Building Standards Code	Title 24 includes water efficiency requirements for new residential and non-residential uses.	Mandatory Compliance. See discussion under 2019 Title 24 Building Standards Code and CALGreen Code above.
Water Conservation Act of 2009 (Senate Bill X7-7)	The Water Conservation Act of 2009 sets an overall goal of reducing per capita urban water use by 20 percent by December 31, 2020. Each urban retail water supplier shall develop water use targets to meet this goal. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convey, treat, and distribute the water; it also reduces emissions from wastewater treatment.	Consistent. See discussion under 2019 Title 24 Building Standards Code and CALGreen Code above.



Table 4.8-2 [cont'd]
Project Consistency with the 2017 Scoping Plan

Sector/Source	Category/Description	Consistency Analysis
Solid Waste		
California Integrated Waste Management Act (IWMA) of 1989 and Assembly Bill (AB) 341	The IWMA mandates that State agencies develop and implement an integrated waste management plan which outlines the steps to divert at least 50 percent of solid waste from disposal facilities. AB 341 directs the California Department of Resources Recycling and Recovery (CalRecycle) to develop and adopt regulations for mandatory commercial recycling and sets a Statewide goal for 75 percent disposal reduction by the year 2020.	Mandatory Compliance. These regulations apply to municipal agencies who are responsible for reducing landfill disposal of solid wastes collected in their jurisdictions. GHG emissions related to solid waste generation from the project would benefit from this regulation as it would decrease the overall amount of solid waste disposed of at landfills. The decrease in solid waste would then in return decrease the amount of methane released from the decomposing solid waste. Project-related GHG emissions from solid waste generation provided in Table 4.8-1 includes a 50-percent reduction in solid waste generation source emissions.
Notes: 1. California Air Resources Board, <i>California's 2017 Climate Change Scoping Plan</i> , Figure 4: California 2013 Anthropogenic Black Carbon Emission Sources, November 2017. 2. Southern California Edison, <i>2019 Sustainability Report</i> , https://www.edison.com/content/dam/eix/documents/sustainability/eix-2019-sustainability-report.pdf , accessed November 4, 2020. 3. California Energy Commission, <i>2013 California Energy Efficiency Potential and Goals Study</i> , Appendix Volume I, August 15, 2013.		

2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects; and different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The SCAG 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by 8 percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State. [Table 4.8-3, Consistency with the 2020-2045 RTP/SCS](#), shows the project's consistency with these five strategies found within the 2020-2045 RTP/SCS. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.



Table 4.8-3
Project Consistency with the 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
<ul style="list-style-type: none"> • Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking) 	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	Consistent. The project proposes a single-family residence within a suburban area. The project site is within a fully developed residential community and is close to neighborhood shopping centers and parks. Therefore, the project would support this strategy by providing residential uses within close proximity to retail and services.
Promote Diverse Housing Choices		
<ul style="list-style-type: none"> • Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions 	PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.	Consistent. The proposed project would develop one single-family residential unit on a currently vacant lot within a fully developed residential community. The project would help increase housing near existing shopping centers and parks and would be consistent with this strategy.
Leverage Technology Innovations		
<ul style="list-style-type: none"> • Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation 	HQTA, TPAs, NMA, Livable Corridors.	Consistent. The project would be required to comply with all applicable Title 24 Standards and CALGreen Code at the time of construction, including installation of rooftop solar panels per Title 24 Standards and installation of a raceway to accommodate future EV charging spaces per CALGreen Code Residential Mandatory Measure 4.106.4.1. Therefore, the project would be consistent with this strategy.



Table 4.8-3 [cont'd]
Project Consistency with the 2020-2045 RTP/SCS

Support Implementation of Sustainability Policies		
<ul style="list-style-type: none"> • Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy 	Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.	Consistent. The project would implement sustainability strategies and would be required to comply with the most recent version of Title 24 Standards and CALGreen Code. Therefore, the project would be consistent with this reduction strategy.
Promote a Green Region		
<ul style="list-style-type: none"> • Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space 	Green Region, Urban Greening, Greenbelts and Community Separators.	Consistent. The project would be required to comply with all applicable Title 24 Standards and CALGreen Code measures, which would help reduce energy consumption and reduce GHG emissions. Furthermore, the project would preserve the surrounding hillside area as open space. Therefore, the project would support climate change resilience and local policies for efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this strategy.
Source: Southern California Association of Governments, <i>2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal</i> , September 3, 2020.		

In summary, the project would not generate GHG emissions that would directly or indirectly have a significant impact on the environment. In addition, the project would be consistent with applicable plans, policies, regulations, and GHG reduction actions/strategies outlined in the 2017 Scoping Plan and 2020-2045 RTP/SCS. Therefore, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHGs, and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.



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4.9 HAZARDS AND HAZARDOUS MATERIALS

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

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact. Exposure of the public or the environment to hazardous materials could occur through improper handling or use of hazardous materials or hazardous wastes particularly by untrained personnel, a transportation accident, environmentally unsound disposal methods, or fire, explosion, or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.

Construction

Project construction could expose construction workers and the public to temporary hazards related to the transport, use, and maintenance of construction materials (i.e., oil, diesel fuel, transmission fluid, etc.). These activities would be short-term, and the materials used would not be in such quantities or stored in such a manner as to pose a significant safety hazard. All project construction activities would demonstrate compliance with the applicable laws and regulations governing the use, storage, and transportation of hazardous materials, ensuring that all potentially hazardous materials are used and handled in an appropriate manner. Impacts concerning the routine transport, use, or disposal of hazardous materials during project construction would be less than significant.



Operations

Hazardous materials are not typically associated with residential uses; minor cleaning products, along with the occasional use of pesticides and herbicides for landscape maintenance, are generally the extent of hazardous materials that would be routinely utilized on-site. The types and quantities of hazardous materials utilized by residential development are not anticipated to result in significant hazards to the public or environment during operation of the project. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner, and would minimize the potential for safety impacts to occur. Impacts concerning the routine transport, use, or disposal of hazardous materials during project operations would be less than significant.

Mitigation Measures: No mitigation measures are required.

- b) ***Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?***

Less Than Significant Impact.

Construction

During project construction, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels or hydraulic fluid used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the small volume and low concentration of hazardous materials utilized during construction. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for accidental release of such substances into the environment. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law. Further, although the project site has been distributed on the eastern, south-central, and southwestern portions due to installation of utility roads, annual vegetation removal, and landscape maintenance by the City, the majority of the site is primarily occupied by native vegetation and has not been subject to recent human disturbance; thus, significant hazards related to accidental conditions related to past releases are not anticipated. Impacts in this regard would be less than significant.

Operations

Refer to Response 4.9(a) for a description of impacts related to project operations. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

- c) ***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

No Impact. The proposed project would not result in hazardous emissions or hazardous materials that would pose a potential health hazard. The only emissions that may occur are those resulting from the use of construction equipment. Additionally, the nearest school to the project site is Yorba Linda High School, located at 19900 Bastanchury Road, approximately 0.82-mile southwest of the proposed residence. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.



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

No Impact. Government Code Section 65962.5 requires the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB) to compile and update a regulatory sites list (pursuant to the criteria of the Section). The California Department of Health Services is also required to compile and update, as appropriate, a list of all public drinking water wells that contain detectable levels of organic contaminants and that are subject to water analysis pursuant to Health and Safety Code Section 116395. Government Code Section 65962.5 requires the local enforcement agency, as designated pursuant to Section 18051 of Title 14 of the California Code of Regulations, to compile, as appropriate, a list of all solid waste disposal facilities from which there is a known migration of hazardous waste.

The project site is not listed pursuant to Government Code Section 65962.5.¹ Thus, no impact would result in this regard.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The nearest airport to the project site is the Chino Airport in the City of Chino, approximately eight miles to the northeast. According to the *Comprehensive Land Use Plan, Chino Airport*, the project site is located outside of all three of the primary referral areas known as Referral Areas “A”, “B”, and “C”, which covers the identified safety impact areas surrounding the Chino Airport.² Therefore, project implementation would not expose people residing or working in the project area to safety hazards or excessive airport noise. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- f) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less Than Significant Impact. According to the General Plan, the County Hazardous Waste Material Incident Response Plan is a comprehensive plan which establishes the County’s response organization, command authority, responsibilities, functions and interactions required to mitigate hazardous substance emergency incidents affecting Orange County. The plan identifies local, State, and Federal responsibilities designed to minimize damage to human health, natural systems, and property caused by the release of hazardous substances. Additionally, the Orange County Environmental Health Divisions has a specialized Health Hazardous Materials Team (Health HazMat Team). The Health HazMat Team responds to incidents County-wide that involve a release or potential threat of hazardous materials and waste that pose a physical, chemical, biological or radiological hazard to the community. On the local level, the City of Yorba Linda is responsible for informing the emergency service personnel in the County of the use and dangers of hazardous materials in the community in order to plan for and respond to potential emergencies and exposure to such materials; provide a system of disclosure to allow firefighters, health officials, planners, elected officials and other emergency service personnel to meet their responsibilities for the health and welfare of the community while respecting trade secrecy; and to keep the community informed on the use and disposal of hazardous materials in the County. As discussed in Responses 4.9(a) and 4.9(b), the proposed project would not result in significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions

¹ California Environmental Protection Agency, *Cortese Listing*, <https://calepa.ca.gov/sitecleanup/corteseelist/>, accessed October 27, 2020.

² San Bernardino County Airport Land Use Commission, *Comprehensive Land Use Plan, Chino Airport*, November 1991.



involving the release of hazardous materials into the environment. Compliance with applicable regulations would ensure that all potentially hazardous materials are used and handled in an appropriate manner during project construction and operation. Further, the project proposes a single-family estate and hazardous materials are not typically associated with residential uses; minor cleaning products, along with the occasional use of pesticides and herbicides for landscape maintenance, are generally the extent of hazardous materials that would be routinely utilized on-site. As such, the project would not impair implementation of or physically interfere with the County Hazardous Waste Material Incident Response Plan.

The Yorba Linda Emergency Response Plan addresses the City's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and nuclear defense operations. The Emergency Response Plan focuses on potentially large-scale disasters which can generate unique situations requiring unusual responses. Specifically, this includes emergencies which threaten life and property, and potentially impact the well-being of large numbers of people. The project is not located on any designated evacuation routes identified by the City of Yorba Linda and the Orange County Fire Authority (OCFA)³ and does not involve any permanent alterations to vehicular circulation routes and/or patterns or obstruct public access or travel in the project area during an emergency. As discussed in Section 2.6, Agreements, Permits, and Approvals, the proposed residence would be accessed via a private access road from Fairmont Boulevard. All construction staging would occur within the boundaries of the project site and would not interfere with circulation along Fairmont Boulevard or any other nearby roadways. Therefore, the proposed project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

g) *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?*

Less Than Significant Impact With Mitigation Incorporated. According to the California Department of Forestry and Fire Protection's *Very High Fire Hazard Severity Zones in LRA Map* for Yorba Linda, the project site is located in a very high fire hazard severity zone within a local responsibility area.⁴

As discussed in Response 4.20(b), implementation of the proposed fire safety measures and Mitigation Measure WF-1 would ensure people and structures are not exposed to significant risk of loss, injury, or death involving wildland fires. Specifically, the project would be designed in accordance with standards set forth in Orange County Fire Authority's (OCFA's) Guideline B-09 (Fire Master Plans for Commercial & Residential Development) or provide alternative means and methods to minimize wildland fire hazard risks. Further, the project would be conditioned to include OCFA approved features, including (but not limited to) the following:

- Appropriate turnarounds/hammerheads for on-site access;
- A minimum turning radius of 40 feet for cul-de-sac with no parking allowed;
- A new on-site fire hydrant;
- Water lines that meet all OCFA fire flow requirements;
- On-site fire sprinkler system throughout the on-site structure; and
- Fuel modification requirements on all proposed landscaping.

³ Orange County Fire Authority, *Evacuation Route Map*, <https://www.yorbalindaca.gov/DocumentCenter/View/134/Evacuation-Routes-PDF?bidId=>, June 18, 2013.

⁴ California Department of Forestry and Fire Protection, *Very High Fire Hazard Severity Zones in LRA: Yorba Linda*, July 2011.



These features would be subject to review by the OCFA to ensure that emergency vehicles may respond quickly to potential occurrences of wildfire. It is acknowledged that the project site, specifically, with in the proposed Parcel 1 area, is mostly dominated with native and non-native flammable vegetation and is not improved with fire safety features. As such, the project's proposed single-family residence would improve area circulation, allowing OCFA improved emergency access to the hillside area, and providing new water flow via a new hydrant to the project area. Further, the project would be required to implement Mitigation Measure WF-1, which would require a Precise Fuel Modification Plan designed in accordance with the OCFA's *Guideline C-05 (Vegetation Management Guideline: Technical Design for New Constructing Fuel Modification Plans and Maintenance Program)* to be submitted to and approved by the City and OCFA prior to issuance of grading permits. The project would also require approvals from the OCFA prior to construction; refer to Section 2.6, *Agreements, Permits, And Approvals*, for list of discretionary approvals required. Implementation of these proposed fire safety measures and Mitigation Measure WF-1 would ensure people and structures are not exposed to significant risk of loss, injury, or death involving wildland fires and impacts in this regard would be reduced to less than significant levels.

Mitigation Measures: Refer to Mitigation Measure WF-1.



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4.10 HYDROLOGY AND WATER QUALITY

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

This section is primarily based upon the following technical studies:

- *Hydrology Study Tentative Parcel Map 2020-125 for Hilltop 3 Development, LLC, 3875 Crest Drive, Yorba Linda, CA* (Hydrology Report), prepared by King Civil Engineering Corp., August 18, 2020; and
- *City of Yorba Linda/Santa Ana Region Priority Project Preliminary Water Quality Management Plan for Hilltop 3 Development, LLC, 3875 Crest Drive, Yorba Linda, CA* (WQMP), prepared by Gilbert Engineering & Associates, Inc., November 17, 2020;

These reports are included in Appendix E, Hydrology Study and WQMP.

- a) ***Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

Less Than Significant Impact. As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency (EPA) has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in



coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The project site is located within the jurisdiction of the Santa Ana RWQCB.¹

Construction

Project construction could result in short-term impacts to water quality due to the handling, storage, and disposal of construction materials, maintenance and operation of construction equipment, and earthmoving activities. Potential pollutants associated with these activities could damage downstream waterbodies. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the SWRCB's General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (General Construction Permit). The General Construction Permit requires the project Applicant to prepare and implement a stormwater pollution prevention plan (SWPPP). The SWPPP would specify best management practices (BMPs) to be used during construction of the project to minimize or avoid water pollution, thereby reducing potential short-term impacts to water quality. Upon completion of the project, the Applicant would be required to submit a Notice of Termination to the SWRCB to indicate that construction has been completed.

The project would be subject to compliance with the current *Orange County Drainage Area Management Plan* (DAMP), and the Stormwater Program Local Implementation Plan (LIP) (2007) implemented by the Orange County Flood Control District (OCFCD). The LIP describes the activities that the County is undertaking in order to meet the requirements of the Santa Ana RWQCB Order No. R8-2009-0030 and NPDES Permit No. CAS618030 (also known as the "Fourth Term MS4 Permit"). The LIPs outlined in the DAMP serve as the primary policy and implementation documents for compliance with the NPDES Stormwater permits. MS4 permits are issued by local RWQCBs to provide the means to address stormwater quality issues specific to the local watershed or region. MS4 permits require permittees to develop and implement a stormwater management program with the goal of reducing the discharge of pollutants to the maximum extent practicable (MEP). The project would be in accordance with the County's Standard Conditions of Approval, as well as all in compliance with applicable LIP requirements.

The proposed project and its facilities would discharge into the MS4 within the jurisdiction of Yorba Linda. Pursuant to the Orange County MS4 Permit, the City is responsible for controlling or limiting urban pollutants generated by post-construction activities from reaching their MS4s. The proposed project is, therefore, subject to the requirements of the Orange County MS4 Permit (Santa Ana Region) as it is applied by the permittee and its co-permittees.

Prior to construction, a SWRCB General Permit for Discharges of Stormwater Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (General Construction Permit) would be obtained. As part of the General Construction Permit, a Stormwater Pollution Prevention Plan (SWPPP) and associated construction-related best management practices would be prepared and implemented to minimize or avoid water pollution. Additionally, the project must comply with OCFCD's Local Implementation Plan (LIP), including LIP *Section A-8, Construction Component*, which includes a detailed set of erosion and sediment controls and waste and a list of best management practices (BMP) that must be employed during construction phases to prevent or minimize the impacts of urban runoff generated by construction activities within the City of Yorba Linda on receiving water bodies. By following these prevention practices and compliance with these state and local standards, short-term impacts to water quality would be reduced to less than significant levels.

Operations

Model Water Quality Management Plan (WQMP), dated May 2011, and Technical Guidance Document (TGD), dated December 2013, have been developed to aid the County of Orange, the OCFCD, and cities of Orange County (the Permittees) and development project proponents with addressing post-construction urban runoff and stormwater

¹ California State Water Resources Control Board, *State and Regional Water Boards*, https://www.waterboards.ca.gov/waterboards_map.html, accessed November 2, 2020.



pollution from new development and significant redevelopment projects that qualify as Priority Projects. The criteria for defining a “Priority Project” is provided in the Model WQMP and TGD.

The Model WQMP and TGD describe the process that Permittees employ for developing a WQMP for individual new development and significant redevelopment projects. A WQMP is a plan for minimizing the adverse effects of urbanization on site hydrology, runoff flow rates and pollutant loads. A WQMP, consistent with the Model WQMP and TGD, is required by the National Pollutant Discharge Elimination System (NPDES) permit administered by the Regional Water Quality Control Board.

Accordingly, a project-specific WQMP, has been prepared for the proposed project, in accordance with the Model WQMP and TGD; refer to Appendix E. The WQMP discusses how the proposed operations are anticipated to generate pollutants of concern with the potential to impact downstream receiving waters including suspended solids/sediments, nutrients, pathogens (bacteria/virus), pesticides, oil/grease, and trash/debris. The WQMP goes on to identify the overall site design BMPs and low impact development (LID) BMPs, with the exception of Hydromodification Control BMPs, which are not applicable to the project.

According to the WQMP, due to the risk of affecting building foundations, slabs, slope stability, hardscape, pavements and other site improvements, the project would not implement any Infiltration BMPs. Additionally, the project would meet the requirements of Municipal Code 16.04.040, *Control of Urban Runoff*, which outlines the standards for new development and significant redevelopment regarding stormwater runoff and drainage systems.

The proposed project would install standard roof drains and area drains that would collect storm runoff, which would flow downhill and outlet into the proposed project’s driveway. From the driveway, the stormwater would go through the project’s implemented Biotreatment BMP; specifically, the BioClean Modular Wetlands Systems to treat the potential pollutants of concern; such as certain nutrients, pathogens, and solids/sediments. A v-gutter would be installed in the southern and southwestern of the project site (adjacent to Crest Drive and Fallen Leaf Road) that would take the runoff that flows into the southerly residential area and would convey runoff to Fairmont Boulevard, where it would outlet and flow into existing City stormwater infrastructure. The proposed hillside grading and project pad would drain to the proposed driveway and flow out to Fairmont Boulevard. Other BMPs identified in the WQMP include landscape management and litter control measures, catch basin inspection, stenciling storm drains with prohibitive language and/or graphical icons to prevent dumping, the use of efficient irrigation systems and landscape design, water conservation, smart controllers, and source control structural and non-structural source controls; refer to Appendix E. Following compliance with the conditions and requirements identified in the project’s WQMP, long-term impacts to water quality would be reduced to less than significant levels.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project is underlain by the Coastal Plain of Orange County Groundwater Basin, which has 72 percent of available groundwater supply and a total 432 wells within the coastal plain.² However, hydrogeologic testing for the WQMP found that groundwater was not encountered on the project site at a boring depth of 75 feet. Excavation during construction and project implementation is not anticipated to require excavation activities at a greater depth than 75 feet. Thus, implementation of the proposed project would not result in direct impacts to groundwater.

The project would result in new impervious surfaces on-site, through the introduction of structures, pavement, and other impermeable surfaces associated with the proposed development. While these new impervious surfaces may result in a slight reduction in natural percolation of groundwater, this decrease would be nominal compared to the

² California Department of Water Resources, *SGMA Basin Prioritization Dashboard*, <https://gis.water.ca.gov/app/bp-dashboard/final/>, accessed October 24, 2020.



overall infiltration of water into the groundwater. It is acknowledged that the majority of the project site would be preserved as natural open space, available for infiltration. Last, the site is not located with a designated groundwater recharge area, as the underlying geology is bedrock. According to the WQMP, existing on-site soils are not suitable for infiltration due to the steep hillside condition. As such, the proposed project would not impede sustainable groundwater management of the basin and impacts in this regard are less than significant.

Mitigation Measures: No mitigation measures are required.

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

1) ***Result in substantial erosion or siltation on- or off-site?***

Less Than Significant Impact.

Construction

Soil disturbance would temporarily occur during project construction due to earth-moving activities such as excavation, soil compaction and moving, and grading. Disturbed soils could be susceptible to erosion from wind and rain, resulting in sediment transport on or off-site via stormwater. However, as discussed in 4.10 (a), the project would obtain a Construction General Permit under the NPDES program, and follow construction related requirements. Additionally, compliance with the requirements identified in the LIP would minimize erosion and water quality impacts during construction. Under this compliance, short-term construction impacts would be minimal and result in less than significant impacts to existing drainage patterns on-site. Construction activities would result in less than significant impacts regarding erosion and siltation.

Operations

It is acknowledged that the open space areas (Parcels "A" and "B") drain through natural ravines to the south and would not be altered as part of the proposed project. The proposed estate is situated on Parcel "1" and would be re-contoured as part of the proposed project.

Currently, the project site drains to several areas. The western edge of Parcel "1" flows to Ravenswood Drive to an existing 27-inch reinforced concrete pipe (RCP) storm drain. The southerly edge of the property has two existing outlets into an existing 24-inch RCP storm drain that also flows to Ravenswood Drive. The eastern edge of Parcel "1" has three existing outlets into Fairmont Boulevard.

The proposed project would re-contour Parcel "1". The western edge of Parcel "1" would continue to go to Ravenswood Drive to the existing storm drain inlet and then into the existing 27-inch RCP storm drain. The southerly edge would flow into a proposed v-ditch and then into the existing 24-inch RCP storm drain to Ravenswood, or to Fairmont Boulevard. For drainage into Fairmont Boulevard, the proposed project would install a BMP (BioClean Modular Wetlands Systems) that would treat up to 4,430 cubic feet of collected stormwater at Parcel "1", prior to discharge into the three existing outlets into Fairmont Boulevard, which would then enter the existing City storm drain system in Fairmont Boulevard (an existing 36-inch RCP storm drain). It is acknowledged that this diversion of runoff (currently flowing to Ravenswood Drive) to Fairmont Boulevard would be an eight percent increase in flows to Fairmont Boulevard, but an eight percent decrease in flows to Ravenswood Drive. As such, the project would result in an ultimate decrease in flows at Ravenswood Drive (by 13.42 cfs for the 100-year storm event) and an overall decrease in flows discharging to Fairmont Boulevard (a cumulative reduction of 1.75 cfs for the 100-year storm event). In conclusion, with compliance with the WQMP, the proposed drainage condition would not substantially alter the existing drainage pattern of the site or area, such that substantial erosion or siltation on- or off-site would result. As described, the proposed project would include BMPs that would involve operational stormwater improvements (i.e., BioClean Modular Wetlands Systems) and maintenance (i.e., catch basin inspections, regular cleaning of equipment/utilities). BMPs



would be in conformance with LIP requirements in order to reduce long-term water quality impacts (including removal of 85 percent of sediments/suspended solids). Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

2) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?*

Less Than Significant Impact. As indicated above, post-development runoff volumes during the 100-year storm event would be adequately accommodated by existing stormwater drains on Ravenswood Drive and Fairmont Boulevard; refer to Response 4.10(c)(1). With implementation of proposed BMPs, the proposed drainage condition is not anticipated to result in flooding on- or off-site. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

3) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less Than Significant Impact. As noted in Response 4.10(c)(1), post-development runoff volumes during the 100-year would be adequately accommodated by the proposed project; refer to Response 4.10(c)(1). Further, as indicated in Response 4.10(a), with implementation of the proposed BioClean Modular Wetlands Systems on-site, less than significant impacts related to potential polluted runoff would occur. As a result, project implementation would not create or contribute runoff, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

4) *Impede or redirect flood flows?*

Less Than Significant Impact. Refer to Responses 4.10(c)(1), 4.10(c)(2) and 4.10(c)(3).

Mitigation Measures: No mitigation measures are required.

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

No Impact.

Flood Hazard

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Nos. 06059C0067J and 06059C0069J, the project site is located outside of the 100-year flood hazard area.³ As a result, no impact would occur in this regard.

Tsunami

A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. The project site is located in

³ Federal Emergency Management Agency, *FEMA Flood Map Service Center: Search By Address*, <https://msc.fema.gov/portal/search?#searchresultsanchor>, accessed December 17, 2020.



a hillside area over 22 miles inland from the Pacific Ocean and thus is located at a sufficient elevation and distance to avoid tsunami-related hazards. No impacts would occur in this regard.

Seiche

A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. According to the National Oceanic and Atmospheric Association, seiches are typically caused when strong winds and rapid changes in atmospheric pressure push water from one end of a body of water to the other.⁴ The project site is not located within the vicinity of a reservoir, harbor, or lakes capable of creating a seiche. All water storage reservoirs located within the project vicinity are fully enclosed and thus would not be exposed to strong winds or have the capacity to result in a seiche. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project site is situated within the Coastal Plain of Orange County Groundwater Basin. The Orange County Water District (OCSD) has published the *Orange County Water District Groundwater Management Plan 2015 Update* (Groundwater Management Plan), dated June 17, 2015. Per the Groundwater Management Plan, the project site is situated within Division 3, and specifically, the Yorba-Linda sub-basin. The Yorba Linda sub-basin is located north of the Forebay recharge area in Anaheim, within the cities of Yorba Linda and Placentia. Due to low transmissivity and high total dissolved solids (TDS) concentrations (Mills, 1987) there is little groundwater pumped from this sub-basin. Groundwater from the Yorba Linda sub-basin flows southward into the Main Basin, since the limited groundwater production is less than the natural replenishment from the adjacent Chino Hills. As discussed in Response 4.10(b), the proposed project would not affect the management and operations of is groundwater basin, including recharge facilities. As such, the proposed project would not conflict with, or obstruct implementation of, the Groundwater Management Plan associated with the Coastal Plain of Orange County Groundwater Basin. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

⁴ National Oceanic and Atmospheric Association, *What is a Seiche?* <https://oceanservice.noaa.gov/facts/seiche.html>, accessed October 24, 2020.



4.11 LAND USE AND PLANNING

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

a) *Physically divide an established community?*

Less Than Significant Impact. Factors that could physically divide a community include, but are not limited to:

- Construction of major highways or roadways;
- Construction of storm channels;
- Closing bridges or roadways; and
- Construction of utility transmission lines.

The key aspects include whether a project is creating physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community. The project site consists of three mostly undeveloped hillside parcels adjacent to the Chino Hills State Park to the north, and existing residential communities to the east, south, and west. Development of the proposed residential estate would not physically divide the existing community in the project area. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. Based on the City's 2016 *General Plan Land Use Map*, the majority of the project site is designated Open Space-General (OS-G) and a small portion of the site is designated Residential-Medium (R-Medium). Based on the *City of Yorba Linda Official Zoning Map*, the project site is zoned Planned Development (PD), a special purpose zone. According to the *PD-11 Yorba Linda Hills Planned Development Zone Sub-Areas* map, the majority of the project site is located in Area D (Open Space [OS]), and the smaller portion is located in Area A (Residential Suburban [RS]), within the Yorba Linda Hills Planned Development Zone (Yorba Linda Hills PD, or PD-11).

It is acknowledged that the Yorba Linda Water District (YLWD) owns a 1.12-acre fee parcel (located off-site) and associated access easements in the eastern portion of the project site; refer [Exhibit 2-2](#). This YLWD property is considered off-site and is developed with a water reservoir. It is also acknowledged that the City of Yorba Linda has landscape maintenance easements on the south and southwestern portions of APN 326-021-50, and Southern California Edison maintains an easement within the eastern portion of the project site with no associated facility on-site. Existing easements and associated activities (utility access to the YLWD's property, annual vegetation management associated with fuel modification zones for Southern California Edison, and landscape maintenance by the City of Yorba Linda) would be maintained as part of the project.



General Plan Consistency

As discussed above, the majority of the project site is designated Open Space-General (OS-G) and a small portion of the site is designated Residential Medium (R-Medium). Areas designated OS-G are primarily intended for active and passive recreation areas, passive open space, conservation and public safety land uses, all of which could be either public or private in nature. Areas designated R-Medium are primarily intended for typical single-family detached residential subdivision, or more innovative clustered development of units in conjunction with provision of community recreational facilities and preservation of common open space area.

As discussed in [Section 2.4, *Project Characteristics*](#), the project proposes a General Plan Amendment to change a portion of the project site's existing General Plan land use designation from OS-G and R-Medium to Residential Low (R-Low); refer to [Exhibit 2-5, *General Plan Land Use Map*](#). The remainder of the surrounding acreage would retain the existing General Plan land use designation of OS-G, and would be subject to permanent deed restriction to maintain the area as open space only (Parcel "A") and/or open space/public facility uses (Parcel "B").

The Low Density Residential category (R-Low) has been designated for the steep terrain along the northerly boundary of Yorba Linda as well as the historical "agricultural" areas that are centrally located within the City. Approximately 10 percent of the land allocated to residential uses in the City falls within this designation. The average density of this designation is 1.0 dwelling unit per acre. Excessive grading to the natural hillside landform is discouraged. This is a definitive determinant in establishment of specific density allotments within the designation. As the proposed project would only construct one residence within the Yorba Linda Hills community, the proposed project would be consistent with this proposed land use designation.

Table 4.11-1, [General Plan Consistency Analysis](#), analyzes the project's consistency with relevant General Plan Land Use Element goals and policies.

Table 4.11-1
General Plan Land Use Consistency Analysis

Relevant Policies	Project Consistency Analysis
Goal LU-1: A well planned community with sufficient land uses and intensities to meet the needs of anticipated growth and achieve the community's vision.	
Policy LU-1.2: Identify appropriate locations for residential and non-residential development to accommodate growth through the year 2035 as shown on the General Plan Land Use Diagram.	<u>Consistent</u> . The proposed project would construct one new single-family home in the existing developed Yorba Linda Hills community.
Policy LU-1.3: Promote future patterns of development and land use that reduce infrastructure construction costs and make better use of existing and planned public facilities.	<u>Consistent</u> . As discussed in Section 4.19, <i>Utilities and Service Systems</i> , the proposed single-family home is located in an area with existing roads and utility infrastructure. On-site improvements have been proposed. However, no new off-site public infrastructure would be necessary to accommodate the proposed project. Additionally, the project would deed restrict 20.86 acres as permanent open space and an additional 6.77 acres of land for open space and/or public facility use. The project is consistent in this regard.
Policy LU-1.5: Designate public parks in the City as Open Space and establish standards and requirements for the development of a minimum of 3 acres per 1,000 persons of new parks to provide for the needs of future population growth.	<u>Consistent</u> . As discussed in Section 4.15(a)(4) , the proposed project would not result in a significant impact to existing city parks. Further, the project would be subject to all development impact fees, including those pertaining to parkland. As such, the project is consistent in this regard.



Table 4.11-1 [cont'd]
General Plan Land Use Consistency Analysis

Relevant Policies	Project Consistency Analysis
Goal LU-3: Land use compatibility.	
Policy LU-3.1: Consider and mitigate the impacts on surrounding land uses and infrastructure when reviewing proposals for new development.	<u>Consistent.</u> The project would involve the development of a single-family residence in an area developed almost exclusively with single-family homes. As detailed in Section 2.2, <i>Environmental Setting</i> , the project site is surrounded by single family residential communities to the east, south, and west; refer to Exhibit 2-2, <i>Site Vicinity</i> . As discussed throughout this Initial Study, the proposed project would result in less than significant impacts to the surrounding community with implementation of recommended mitigation measures. Further, as disclosed in Section 4.19, <i>Utilities and Service Systems</i> , the existing infrastructure has capacity to serve the project. The project is consistent in this regard.
Goal LU-4: Community design that contributes to the preservation and enhancement of character and identity in Yorba Linda.	
Policy LU-4.1: Utilize the City's design review process to address community design concerns.	<u>Consistent.</u> Prior to construction, the proposed single-family residence would be required to obtain subsequent design review approvals from the City Council. As such, the project is consistent in this regard.
Policy LU-4.5: Require that all structures be constructed in accordance with the City's building and other pertinent codes and regulations; including new, adaptive reuse, and renovated buildings.	<u>Consistent.</u> As discussed in Section 4.7, <i>Geology and Soils</i> , the project would be required to comply with existing seismic design requirements of the California Building Code as incorporated by reference pursuant to Municipal Code Section 15.04.010, <i>Building Code Adopted</i> , as well as site-specific seismic design recommendations identified in the Geotechnical Investigation Recommendations section to minimize the potential for damage and major injury during a seismic event; refer to Appendix D pages 9 through 15. The project is consistent in this regard.
Goal LU-5: Existing and future development coordinated with future infrastructure capacity.	
Policy LU-5.2: Ensure residential development is designed and developed so that they are complimentary to the overall design of the City.	<u>Consistent.</u> The proposed residence would be similar in character to the existing Yorba Linda Hills community. Further, the preservation of existing open space at Parcels "A" and "B" would complement the surrounding Chino Hills State Park lands. The project is consistent in this regard.
Goal LU-8: Hillside development that preserves and protects the unique natural and topographic features of the community.	
Policy LU-8.1: Promote development within hillside areas that take into account density based on slope severity and stability, topographic conditions, and natural resource protection and other environmental conditions.	<u>Consistent.</u> Refer to Section 4.7, <i>Geology and Soils</i> , for discussions on the site's geological conditions and potential impacts of development. The project would allow for the development of a single-family residence and deed restrict 20.86 acres as permanent open space and an additional 6.77 acres as open space and/or public facility use. The single-family residential development would occur on less than two acres of the 41.52-acre site. Overall, the project would allow for extremely low density within the hillside area and preserve majority of the land as open space. The project is consistent in this regard.
Policy LU-8.2: Continue to uphold current development standards for determination of density and regulation of quality within hillside areas similar to the density of surrounding developed properties.	<u>Consistent.</u> Refer to Policies LU-1.2 and LU-8.1.
Goal LU-9: Preservation and enhancement of the natural landscape and topography of the City.	



Table 4.11-1 [cont'd]
General Plan Land Use Consistency Analysis

Relevant Policies	Project Consistency Analysis
Policy LU-9.1: Preserve areas within the City that provide scenic, cultural, natural, or biological significance.	<u>Consistent.</u> Refer to Section 4.1, <u>Aesthetics</u> , Section 4.4, <u>Biological Resources</u> , and Section 4.5, <u>Cultural Resources</u> for discussions regarding the project's scenic, biological, and cultural significance, respectively. As analyzed throughout this Initial Study, the project would result in less than significant environmental impacts with implementation of existing regulatory requirements and/or mitigation measures. The City's existing environmental quality would not be substantially degraded or adversely impacts by project development. The project is consistent in this regard.
Policy LU-9.3: Protect the scenic and visual qualities of hillside areas and ridgelines.	<u>Consistent.</u> As analyzed in Section 4.1, the project would result in less than significant impacts on the scenic and visual qualities of hillside areas and ridgelines, given that the proposed development would not exceed the visible ridgeline (as the graded pad would be lower in elevation) and that the project proposes deed-restricted open space on a majority of the project site. As such, the project would be consistent in this regard.

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

Zoning Code Consistency

As discussed in Section 2.4, *Project Characteristics*, the project includes a Zone Change, which would change the zone boundaries of a portion of the site's existing Yorba Linda Hills PD Area D (Open Space) and Area A (Residential Suburban) to Area C (Residential Estate) to permit the construction of one single family residence. The remainder of the surrounding acreage would retain the existing Yorba Linda Hills PD Area D zone with a deed restriction to preserve the land as open space area or public facility use; refer to Exhibit 2-6, *Zoning Map*. The remainder of the surrounding acreage would retain the existing Yorba Linda Hills PD Area D zone; refer to Exhibit 2-6. It is acknowledged that, as currently approved, Area C (Residential Estate) has a residential capacity of 10 homes. There are currently nine residential lots in Area C, which leaves one remaining residence that could be added into Area C without increasing the residential capacity of Yorba Linda Hills PD. The project site is the only available land within this Yorba Linda Hills PD to accommodate this additional home. Upon approval of the proposed Zone Change, the proposed single-family residence and accessory uses would be allowed under the Yorba Linda Hills PD Area C (Residential Estate) zone, and the surrounding deed restricted-open space acreage would allow for the preservation of natural and scenic qualities of open spaces in the City per Municipal Code Chapter 18.16 Article II, *Planned Development (PD) Zone*. As such, the proposed project is consistent with the development standard, including housing capacity, originally planned for and approved in the Yorba Linda Hills PD.

Table 4.11-2, *Yorba Linda Hills PD Development Standards Consistency Analysis*, analyzes the project's consistency with the Yorba Linda Hills PD development standards per the City's *Planned Development Summaries Table 11.1, Development Standards*.



Table 4.11-2
Yorba Linda Hills PD Development Standards Consistency Analysis

Development Standard	Area C (RE) Zone Standards	Proposed Project	Does Project Satisfy Requirement?
Building Site	15,000 square feet	15,000 square feet	Upon approval of proposed Zone Change, the proposed single-family residence and accessory uses would be allowed under the Yorba Linda Hills PD Area C (RE) zone and would be designed to Area C (RE) development standards. The final design would be reviewed and approved by the City's Planning Commission prior to project approval. As such, the proposed residence's consistency with Area C (RE) development standard would be reviewed at that time.
Lot Width	100 feet	-- (Would be finalized during Design Review phase)	
Lot Depth	150 feet		
Front Yard	30 feet (Private streets measured 60 feet from centerline)		
Side Yard, Street Side	10% of lot width, but not less than 10 feet and not more than 20 feet is required.		
Side Yard	10% of lot width, but not less than 10 feet and not more than 20 feet is required.		
Rear Yard	25 feet		
Building Height	35 feet or 2 stories	1 story	
Minimum Dwelling Size	15,000 square feet	1,500 square feet	
Parking (covered)	--	--	
Distance Between Buildings	10 feet	-- (Would be finalized during Design Review phase)	
Lot Coverage, Maximum	35%		
Source: City of Yorba Linda, <i>Planned Development Summaries, Table 11.1, Development Standards</i> , https://www.yorbalindaca.gov/DocumentCenter/View/3111/Planned-Development-Summaries , accessed December 7, 2020.			

Based on the analysis above and upon approval of the requested discretionary approvals, including a General Plan Amendment, Zone Change, and a Tentative Parcel Map, the proposed project would not conflict with applicable goals and policies in the General Plan or applicable Municipal Code regulations. As such, the project would result in less than significant impacts in this regard.

Mitigation Measures: No mitigation measures are required.



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4.12 MINERAL RESOURCES

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

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. The California Geological Survey designates areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists as Mineral Resource Zone 2 (MRZ-2). The project site is not mapped as MRZ-2; instead, the site is mapped as MRZ-1, which is defined as areas where no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.¹ Additionally, according to the City of Yorba Linda General, there are no known mineral resources within the City. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact. Refer to Response 4.12(a).

Mitigation Measures: No mitigation measures are required.

¹ California Geological Survey Division of Mines and Geology, *Update of Mineral Land Classification of Portland Cement Concrete Aggregate in Ventura, Los Angeles, and Orange Counties, California, Part III - Orange County*, 1994.



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4.13 NOISE

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

Sound is mechanical energy transmitted by pressure waves in a compressible medium, such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources (such as automobiles, trucks, and airplanes) and stationary sources (such as construction sites, machinery, and industrial operations). Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Regulatory Framework

State

State Office of Planning and Research Noise Element Guidelines. The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use



compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL).

Caltrans Transportation and Construction Vibration Guidance Manual. The Transportation and Construction Vibration Guidance Manual prepared by the California Department of Transportation (Caltrans) identifies various vibration damage criteria for different building classes. As the nearest structures to project construction are residences, the architectural damage criterion for continuous vibrations at older residential structures of 0.3 inch-per-second peak particle velocity (PPV) is utilized.¹

Local

City of Yorba Linda General Plan

The California Government Code requires that a noise element be included in the general plan of each county and City in the state. The *City of Yorba Linda General Plan Noise Element* (Noise Element) evaluates the existing noise environment, future noise environment projections as well as identifies noise-sensitive land uses and major noise sources in the City of Yorba Linda (City). Table 4.13-1, *City of Yorba Linda Land Use Compatibility for Community Noise Environments*, presents the Noise Element guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories in the City.

Table 4.13-1
City of Yorba Linda Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density, Single-Family, Duplex, Mobile Homes	50 – 60	55 – 70	70 – 75	75 – 85
Residential – Multiple Family	50 – 65	60 – 70	70 – 75	70 – 85
Transient Lodging – Motel, Hotels	50 – 65	60 – 70	70 – 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 70	60 – 70	70 – 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters	NA	50 – 70	NA	65 – 85
Sports Arenas, Outdoor Spectator Sports	NA	50 – 75	NA	70 – 85
Playgrounds, Neighborhood Parks	50 – 70	NA	67.5 – 77.5	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 – 70	NA	70 – 80	80 – 85
Office Buildings, Business Commercial and Professional	50 – 70	67.5 – 77.5	75 – 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 – 75	70 – 80	75 – 85	NA
CNEL = community noise equivalent level; NA = not applicable				
NORMALLY ACCEPTABLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice. NORMALLY UNACCEPTABLE: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design. CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.				
Source: Office of Planning and Research, California, <i>General Plan Guidelines</i> , October 2003.				

¹ California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, Table 19, April 2020.



City of Yorba Linda Municipal Code

Based on the Federal and State guidelines, the City provides noise guidelines and standards for significant noise disturbances in *City of Yorba Linda Municipal Code* (Municipal Code) Chapter 8.32, *Noise Control*. This Chapter is intended to assess noise disturbances and prohibit loud, annoying, and unnecessary noises for the purpose of securing and promoting the public health, comfort, convenience, safety, welfare, prosperity and peace and quiet of the City and its residents.

8.32.060 Noise standards – Exterior.

- A. *The following noise standards, unless otherwise specifically indicated, shall apply to all residential property within a designated noise zone:*

Noise Standards

Noise Zone	Noise Level	Time Period
I	55 dBA	7 a.m. – 10 p.m.
	50 dBA	10 p.m. – 7 a.m.

- B. *It is unlawful for any person, at any location within the City, to create any noise which causes the noise level when measured on any residential property to exceed:*

- 1. The noise standard for a cumulative period of more than thirty minutes in any hour;*
- 2. The noise standard plus five dB(A) for a cumulative period of more than fifteen minutes in any hour;*
- 3. The noise standard plus ten dB(A) for a cumulative period of more than five minutes in any hour;*
- 4. The noise standard plus fifteen dB(A) for a cumulative period of more than one minute in any hour; or*
- 5. The noise standard plus twenty dB(A) for any period of time.*

- C. *In the event the ambient noise level exceeds any of the five noise limit categories stated in subsection B of this section, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. Furthermore, the maximum permissible noise level shall never exceed the maximum ambient noise level.*

- D. *Each of the noise limits specified in this section shall be reduced by five dB(A) for impact or simple tone noises or for noises consisting of speech or music. (Prior code § 19A-5)*

8.32.060 Noise standards – Interior.

- A. *It is unlawful for any person at any location within the City to create any noise which causes the noise level when measured within a dwelling unit on any residential property during the period ten p.m. to seven a.m. to exceed:*

- 1. Forty-five dB(A) for a cumulative period of more than five minutes in any hour;*
- 2. Fifty dB(A) for a cumulative period of more than one minute in any hour; or*
- 3. Fifty-five dB(A) for any period of time.*

- B. *In the event that the ambient noise level exceeds any of the above three noise limit categories, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. Furthermore, the maximum permissible noise level shall never exceed the maximum ambient noise level. (Prior code § 19A-6)*



8.32.090 Noise standards – Exemptions

The following activities shall be exempt from the provisions of this chapter:

- A. *School bands, school athletic and school entertainment events;*
- B. *Activities otherwise lawfully conducted on parks, public playgrounds and school grounds, provided such parks, playgrounds and school grounds are owned and operated by a public entity;*
- C. *Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicles or work;*
- D. *Noise sources associated with construction, repair, remodeling, or grading of any real property, provided said activities do not take place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday;*
- E. *All mechanical devices, apparatus or equipment which are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions;*
- F. *Mobile noise sources associated with agricultural operations, provided such operations do not take place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday;*
- G. *Mobile noise sources associated with agricultural pest control through pesticide application, provided that the application is made in accordance with restricted material permits issued by or regulations enforced by the Agricultural Commissioner;*
- H. *Noise sources associated with the maintenance of real property used for residential purposes, provided said activities take place between the hours of seven a.m. and eight p.m. on any day except Sunday, or between the hours of nine a.m. and eight p.m. on Sunday;*
- I. *Any activity to the extent regulation thereof has been preempted by state or federal law;*
- J. *Noise sources associated with the maintenance of real property owned or operated by a public entity, such as but not limited to golf courses, libraries, municipal buildings, parks, playgrounds, recreation facilities, and school grounds. (Ord. 2008-922, § 1, 2008; prior code § 19A-7).*

Existing Conditions

Stationary Sources

The project area consists of residential and open space uses. The primary sources of stationary noise in the project vicinity are residential activities (i.e., mechanical equipment, street parking, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Sources

The majority of the existing noise in the project area is generated from traffic along surrounding roadways including Fairmont Boulevard, Bastanchury Road, and Village Center Drive. Based off the City's *General Plan Environmental Impact Report* (GPEIR) dated May 2016, the segment of Fairmont Boulevard from Village Center Drive to Bastanchury Road experiences a CNEL of 64.5 dBA at 50 feet from the near-travel-lane centerline.



Noise Measurements

In order to quantify existing ambient noise levels in the vicinity of the project site, three noise measurements were taken on November 5, 2020; refer to Table 4.13-2, *Noise Measurements*. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project site. Ten-minute measurements were taken, between 10:00 a.m. and 11:00 a.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day.

Table 4.13-2
Noise Measurements

Site No.	Location	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)	Peak (dBA)	Time
1	Adjacent to the Yorba Linda Water District Pump Station.	58.5	49.9	92.4	127.3	10:06 a.m.
2	Little Canyon Lane Cul-de-sac, by the proposed project driveway.	48.8	36.5	67.3	96.7	10:22 a.m.
3	Ravenswood Drive Cul-de-sac.	55.1	37.7	73.3	97.1	10:30 a.m.
Notes: dBA = A-weighted decibels, L_{eq} = Equivalent Sound Level; L_{min} = Minimum Sound Level; L_{max} = Maximum Sound Level, Peak = Highest Instantaneous Sound Level						
Source: Michael Baker International, November 20, 2020.						

Meteorological conditions were sunny, warm temperatures (91 to 93 degrees Fahrenheit), with moderate wind speeds (5 to 8 mile per hour), and low humidity. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for sound level meters. The results of the field measurements are included in *Appendix F, Noise Analysis*.

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

Less Than Significant Impact. It is difficult to specify noise levels that are generally acceptable to everyone; noise that is considered a nuisance to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions.

Construction

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction of the proposed project would include grading, paving, building construction, and architectural coating. Ground-borne noise and other types of construction-related noise impacts typically occur during the grading and building construction phases. These phases of construction have the potential to create the highest levels of noise. Typical noise levels generated by construction equipment that could be used for the project are shown in *Table 4.13-3, Maximum Noise Levels Generated by Construction Equipment*. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents (lasting less than one minute) such as dropping large pieces of equipment or the hydraulic movement of machinery.



Table 4.13-3
Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	L _{max} at 50 Feet (dBA)	L _{max} at 30 Feet (dBA)
Crane, Mobile	83	87
Concrete Mixer Truck	85	89
Backhoe	80	84
Dozer	85	89
Paver	89	93
Roller	74	78
Tractor/Loader	85	89
Water Truck	88	92
Grader	85	89
Source: Federal Highway Administration, <i>Roadway Construction Noise Model (FHWA-HEP-05-054): Table 7-1</i> , September 2018.		

Construction noise impacts generally happen when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction activity occurs at the same precise location over an extended period of time (e.g., pile driving in one location for eight to 10 hours in a day, or over a duration of several successive days). The closest sensitive receptors are residential uses approximately 30 feet to the east of the proposed grading areas. Water trucks represent the loudest piece of construction equipment that could be used during the grading phase. Water trucks would be used at a minimum distance of 30 feet from the closest sensitive receptors (i.e., residential uses to the east). At this distance, water trucks would generate a maximum noise level of 93 dBA L_{max}; refer to [Table 4.13-3](#). Furthermore, grading and other construction would occur throughout the project site and would not be concentrated in or confined to one specific area of the project site. Construction noise from grading operations would be acoustically dispersed throughout the project site and not concentrated in one area near sensitive uses (i.e., residential uses to the east, south, and west of the project site). Construction activities in any one area would be temporary and intermittent, and therefore not occur in any one particular area for the entire construction duration.

Due to the temporary nature of construction, coupled with the fact that construction-related noise is a generally accepted reality in urbanized environments, the City does not promulgate standards for construction-generated noise. Construction noise in the City is regulated by the Municipal Code Section 8.32.090, which identifies standards, specific noise restrictions, exemptions, and variances for sources of noise in the City. Section 8.32.090 establishes additional standards for various noise sources. Specifically, Municipal Code Section 8.32.090(D) restricts construction activity such that no person may engage in or conduct construction activity between the hours of 8:00 p.m. and 7:00 a.m., Monday through Saturday. Municipal Code Section 8.32.090(D) prohibits construction activity on Sundays and Federally recognized holidays. The proposed project would be required to comply with the construction time limitations within Municipal Code Section 8.32.090(D). Adherence to the permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Thus, a less than significant noise impact would result from construction activities.

Operations

Mobile Noise

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a doubling of traffic volumes would result in a 3 dB increase in traffic



noise levels, which is barely detectable by the human ear.² Based on the *Yorba Linda Hills - Hoff Project Trip Generation & Vehicle Miles Traveled Screening Analysis (GGI Project No. 19307)* (Transportation Assessment), prepared by Ganddini Group, Inc., November 18, 2020 (refer to Appendix G, Transportation Assessment), the project would generate approximately 9 average daily trips (ADT), including 1 trip during the a.m. peak hour and 1 trip during the p.m. peak hour.³ According to the City, the Fairmont Boulevard roadway segment north of Center drive, near the project site, experiences 1,400 ADT.⁴ As such, the project's minimal trip generation (9 ADT) would not double existing traffic volumes along nearby roadways (1,400 ADT) and an increase in traffic noise along local roadways would be imperceptible. Therefore, project-related traffic noise would be less than significant.

Stationary Noise

Stationary noise sources associated with the project would include those typical of suburban areas (e.g., dogs/pets, landscaping activities, weekly garbage collection, and cars parking). These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced at surrounding residential uses. Further, all stationary noise activities would be required to comply with the City's Noise Ordinance and the California Building Code requirements pertaining to noise attenuation. As such, impacts from stationary sources would be less than significant.

Mechanical Equipment

The project would include heating, ventilation, and air conditioning (HVAC) units located at the exterior of the proposed residence and guest house on the ground level. HVAC units typically generate noise levels of approximately 52 dBA L_{eq} at 50 feet from the source.⁵ According to the conceptual architectural plans, the closest HVAC unit to the nearest off-site residential property could be located as close as approximately 304 feet from the off-site residences to the east; refer to Exhibit 2-3, Conceptual Site Plan. HVAC noise levels at this distance would be approximately 36 dBA. Therefore, the City's exterior daytime (55 dBA) and nighttime (50 dBA) noise standards per Municipal Code Section 8.32.060 would not be exceeded as a result of HVAC stationary noise at the project site. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation measures are required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Caltrans *Transportation and Construction Vibration Manual* identifies various vibration damage criteria for different building classes. This evaluation uses the Caltrans architectural damage criterion for continuous vibrations at older residential structures of 0.3 inch-per-second PPV. As the nearest structures to project construction are residences,

² U.S. Department of Transportation, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, updated August 24, 2017, https://www.fhwa.dot.gov/Environment/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed November 20, 2020.

³ Ganddini Group, Inc., *Yorba Linda Hills - Hoff Project Trip Generation & Vehicle Miles Traveled Screening Analysis (GGI Project No. 19307)*, November 18, 2020.

⁴ City of Yorba Linda, *2018 Average Daily Traffic Volumes*, <https://www.yorbalindaca.gov/DocumentCenter/View/439/Traffic-Flow-Map-PDF?bidId=>, accessed November 23, 2020.

⁵ Berger, Elliott H., et al., *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.



this threshold is considered appropriate. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural.

The highest degree of groundborne vibration would be generated during the grading construction phase due to the operation of a rubber-tired dozer. Based on the Federal Transit Administration (FTA) data, vibration velocities from rubber tired dozer operations would be 0.089 inch-per-second PPV at 25 feet from the source of activity, which is below the 0.3 inch-per-second PPV threshold.⁶ The nearest structure to the project site is located approximately 30 feet to the east of the proposed grading area, where rubber-tired dozers would potentially operate. As such, construction would not cause groundborne vibration above the Caltrans significance threshold and impacts would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The nearest airport to the project site is the Chino Airport in the City of Chino, approximately eight miles to the northeast. According to the *Comprehensive Land Use Plan, Chino Airport*, the project site is located outside of all three of the primary referral areas known as Referral Areas "A", "B", and "C", which covers the identified safety impact areas surrounding the Chino Airport.⁷ Therefore, project implementation would not expose people residing or working in the project area to safety hazards or excessive airport noise. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

⁶ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

⁷ San Bernardino County Airport Land Use Commission, *Comprehensive Land Use Plan, Chino Airport*, November 1991.



4.14 POPULATION AND HOUSING

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

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

Less Than Significant Impact. A development project could induce population growth in an area either directly, through the development of new residences or businesses, or indirectly, through the extension of roads or other infrastructure. The proposed project would develop a single-family residence on a currently vacant site. Although the project would introduce a new home within project limits, the addition of one single-family residence would not result in substantial population growth in the project area. Thus, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

- b) ***Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

No Impact. As shown on Exhibit 2-2, Site Vicinity, the project site is currently vacant open space and no people or housing currently exists on-site. Therefore, project implementation would not displace any existing housing or people. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.



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4.15 PUBLIC SERVICES

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

- a) ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

1) ***Fire protection?***

Less Than Significant Impact. The Orange County Fire Authority (OCFA) provides fire protection and emergency medical services to the City and project site. There are three fire stations located within Yorba Linda; the closest fire station is Station No. 32, located approximately 1.04 miles to the southeast at 20990 Yorba Linda Boulevard.

Construction

Construction activities associated with the proposed project could create a temporary increased demand for fire protection services at the project site. Construction activities would be subject to compliance with applicable State and local regulations in place to reduce risk of construction-related fire, such as installation of temporary construction fencing to restrict site access and maintenance of a clean construction site. Project construction activities would not result in the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times, or other OCFA performance standards. A less than significant impact would occur in this regard.

Operations

The proposed project would increase demand for fire protection services in the project area. However, as one single-family residence, the project would not adversely impact OCFA's existing levels of service and response times nor require the construction of new or physically altered fire protection facilities. The proposed project would meet all requirements outlined in Municipal Code 15.08, *Fire Code*, regarding new construction. Additionally, prior to construction, the proposed project would be required to show compliance with OCFA requirements, including access, installation of fire hydrants and a sprinkler system, and adequate fire flow utilities to serve the project. As shown in Exhibit 2-3, Conceptual Plan, the project would construct a new driveway that would include a turnaround area to ensure adequate emergency access by emergency vehicles to the property. The driveway would be designed in



accordance with standards set forth in OCFA's Guideline B-09. Additionally, as discussed in Section 2.0, Project Description, the project would be conditioned upon approval to include OCFA-approved conditions pertaining to installation of appropriate turnarounds/hammerheads for on-site access, a minimum turning radius of 40 feet for the cul-de-sac, and a new on-site fire hydrant.

Further, the project would include a Precise Fuel Modification Plan in order to ensure an adequate buffer around the property is maintained and that safety measures are included to reduce the effects of a wildfire. Per Section 321 of the *Orange County Fire Code* (Ordinance No. 2019-1068), the project would be constructed in accordance with OCFA Guideline *Vegetation Management Guideline-Technical Design for New Construction Fuel Modification Plans and Maintenance Program*. Under this guideline, the Precise Fuel Modification Plan would be prepared by a licensed landscape architect. According to Section 2.0 of the *Vegetation Management Guideline*, the Precise Fuel Modification must include irrigation plan sheets, inspection information, slope measurements, maintenance information, and comprehensive planting plans. Irrigation plans would include the proposed implementation of irrigation systems that are compliant with Municipal Code 15.05, Sections R309, 6.7.3, and 8.3.3.1 for residential properties with attached garages. The Precise Fuel Modification Plan would be submitted to and reviewed by OCFA pending final permit approval.

The project would meet the requirements outlined in Title 8 Division 1, *Buildings and Construction Generally*, and Title 11 Division 3, *Fire Protection and Explosives*, Article 2, of the *2016 Edition of the California Building Code*, which includes standards and requirements for installation of fire protection systems. Division 3 of Title 11 includes the adaptation of the California Fire Code, restrictions on fire usage, and requirements for fire alarm systems. Compliance with these applicable laws, municipal ordinances, and compliance with the OCFA design standards, would reduce the project's operational impacts. As such, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation measures are required.

2) **Police protection?**

Less Than Significant Impact. The Orange County Sheriff's Department (OCSD) provides police protection services to the City and the project site. The closest police service station neighbors the OCFA Fire Station No. 32 located 1.04 miles to the southeast at 20994 Yorba Linda Boulevard.

Construction

Construction activities associated with the proposed project could temporarily increase demand for police protection services at the project site. However, the temporary increase would be minimal and all construction activities would be subject to compliance with Municipal Code Title 15.05, *Residential Code*, and the 2019 California Building Code. Chapter 33, *Safeguards During Construction*, of the California Building Code includes emergency access requirements which would minimize site safety hazards and potential construction-related impacts to police services. Thus, project construction would not result in the need for new or physically altered sheriff protection facilities, the construction of which could cause significant environmental impacts, and would not adversely impact service ratios, response times, or other OCSD performance standards. A less than significant impact would occur in this regard.

Operations

The proposed project could potentially increase demand for police protection services in the project area. However, the increase in one residence within an established residential community would not adversely impact OCSD's existing levels of service and response times nor require the construction of new or physically altered police protection facilities. The project's operational impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.



3) **Schools?**

Less Than Significant Impact. The Placentia-Yorba Linda Unified School District (PYLUSD) provide school services to the City. The project site is located within the PYLUSD school boundaries for White Elementary School, located at 5241 Fairmont Boulevard Road in the City of Yorba Linda; Bernardo Yorba Middle School, located at 5350 Fairmont Boulevard in the City of Yorba Linda; and Yorba Linda High School, located at 19900 Bastanchury Road in the City of Yorba Linda.¹

The one proposed residence could generate negligible new students within the PYLUSD service area. As such, no new or expanded PYLUSD school facilities would be required. Furthermore, all new residential, commercial, and industrial construction projects are subject to the collection of PYLUSD developer fees pursuant to Senate Bill 50 and Municipal Code Title 9 Division 1 Article 6, *Interim School Facilities Fees*. According to Government Code Section 65996, payment of statutory fees under Senate Bill 50 is considered to be full mitigation for new development projects. Thus, payment of developer impact fees would ensure project impacts to PYLUSD services are reduced to less than significant levels.

Mitigation Measures: No mitigation measures are required.

4) **Parks?**

Less Than Significant Impact. There are currently 30 parks located within the City.² The nearest parks to the project site are San Antonio Park (located approximately 0.4-mile to the southeast) and Casino Ridge Staging Area (located approximately 0.35-mile to the west). The project would introduce a nominal number of new residents as a result of the one new estate on-site, and this negligible increase would not result in the need for new or physically altered parks facilities. As such, less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

5) **Other public facilities?**

Less Than Significant Impact. Other public facilities that could potentially be impacted by the proposed project include library services. Library services for the City, including the project site, are provided by the City of Yorba Linda Public Library (YLPL). The library is located approximately 2.67 miles southwest of the project site at 4852 Lakeview Avenue. The project would introduce a nominal number of new residents as a result of the one new estate on-site, and this negligible increase would not result in significant impacts to public library services or require additional YLPL's facilities. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

¹ Placentia-Yorba Linda Unified School District, *School Directory*, https://www.pylusd.org/apps/pages/index.jsp?uREC_ID=198842&type=d&pREC_ID=428701, accessed October 21, 2020.

² City of Yorba Linda, *Yorba Linda Facility Map*, <https://www.yorbalindaca.gov/DocumentCenter/View/285/The-Guide-Map-PDF?bidId=>, accessed October 21, 2020.



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4.16 RECREATION

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

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

Less Than Significant Impact. Refer to Response 4.15(a)(4). The project site is in close proximity to multiple recreational facilities, including Chino Hills State Park, the South Ridge Trail, and the Canyon Loop Trail. It is acknowledged that access to the South Loop Trail head, as part of the Chino Hills State Park, is located at the western portion of the project site. Implementation of the proposed project would not affect this existing trail access; proposed conditions would remain similar to existing conditions. The project involves the development of one single-family residence and is not anticipated to substantially increase the use of these facilities. As such, impacts to neighborhood parks, regional parks, and recreational facilities would be less than significant.

Mitigation Measures: No mitigation measures are required.

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

No Impact. The project would not include any recreational facilities or require the construction of new or expanded recreational facilities. No impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.



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. 4.17 TRANSPORTATION

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

This section is primarily based upon the *Yorba Linda Hills - Hoff Project Trip Generation & Vehicle Miles Traveled Screening Analysis (GGI Project No. 19307)* (Transportation Assessment), prepared by Ganddini Group, Inc., November 18, 2020; refer to Appendix G, Transportation Assessment.

- a) ***Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

Less Than Significant Impact.

Roadways

Refer to Response 4.17(b) for an analysis on project impacts to roadway capacities.

Transit Facilities

According to the General Plan Circulation Element, the Orange County Transportation Authority (OCTA) operates local public transit routes that extend into and through the City. Four OCTA bus routes (Routes 26, 30, 38, and 71) serve areas within or in close proximity to City limits. Based on General Plan Exhibit CR-2, *Public Transportation*, no transit facilities are located within project vicinity. Implementation of the proposed project would not impact existing transit facilities and the project would not conflict with any policies or regulations pertaining to transit facilities. Impacts in this regard would be less than significant.

Bike and Pedestrian Facilities

Based on General Plan Exhibit CR-4, *Bikeways*, a portion of Fairmont Boulevard providing access to the proposed project is identified as Class III, Proposed. According to the General Plan Circulation Element, Class III Bikeway is often referred to as a bike route and provides for shared use with motor vehicle traffic. Pedestrian sidewalks are provided on one or both sides along Fairmont Boulevard, Little Canyon Lane, Black Forest Lane, Rim Crest Drive, Blue Gum Drive, and other adjacent roadways. According to the General Plan Circulation Element, the City of Yorba Linda circulation system has been designed to ensure that adequate facilities are provided for pedestrian circulation, especially in the vicinity of schools, parks, major retail facilities, and other locations with high levels of pedestrian activity. The project proposes an access driveway from Fairmont Boulevard to the single-family estate's main entry; no changes to existing public bicycle or pedestrian facilities in the project vicinity are proposed. Implementation of the proposed project would not conflict with any program plan, ordinance, or policy addressing bike and pedestrian facilities in the project area. Impacts in this regard would be less than significant.



Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. In September 2013, Senate Bill 743 became effective, which identifies vehicle miles traveled (VMT) as the most appropriate CEQA transportation metric for CEQA purposes. The City's TIA Guidelines include guidance for conducting VMT impact analysis for CEQA compliance. The City's TIA Guidelines identify three types of screening criteria that may be applied to effectively screen projects that may be presumed to result in a less than significant impact without conducting a detailed project-level assessment. The three types of screening criteria include Transit Priority Area (TPA) Screening, Low VMT-generating Area Screening, and Project Type Screening.

Under Project Type Screening criteria, projects generating less than 110 daily vehicle trips are presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature. As detailed in Table 4.17-1, Project Trip Generation, project development would generate approximately nine (9) daily vehicle trips, including one (1) trip during the AM peak hour and one (1) trip during the PM peak hour; refer to Appendix G. As such, the proposed project would result in a less than significant VMT impact under the screening criteria for small projects since it is forecast to generate fewer than 110 daily trips. Based on the screening criteria, the project would result in a less than significant VMT impact and is screened out from further VMT analysis.

**Table 4.17-1
Project Trip Generation**

Land Use	Source/ Quantity	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Trip Generation Rates								
Single-family Detached Housing	ITE 210 [a]	25%	75%	0.74	63%	37%	0.99	9.44
Open Space – General		0%	0%	0	0%	0%	0	0
Trips Generated								
Proposed Land Use								
Single-family Detached Housing	1 DU	0	1	1	1	0	1	9
Existing Land Use								
Open Space – General	27.4 AC	0	0	0	0	0	0	0
Net Trips Generated		0	+1	+1	+1	0	+1	+9
Notes: ITE = Institute of Transportation Engineers Trip Generation Manual (10th Edition, 2017); Trip generation for passive hillside open space is presumed to be nominal; DU = dwelling units; AC = acres.								
Source: Ganddini Group, Inc., Yorba Linda Hills - Hoff Project Trip Generation & Vehicle Miles Traveled Screening Analysis (GGI Project No. 19307), November 18, 2020; refer to Appendix G.								

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact. The project does not propose changes to the City's circulation system, such as sharp curves or dangerous intersections, and would not introduce incompatible uses to area roadways (e.g., farm equipment or trucking facilities). The project site would be accessed via a proposed 1,145-foot long paved access with access via Fairmont Boulevard; refer to Exhibit 2-3. The private access driveway would include a driveway turnaround area/hammerheads to ensure proper emergency access and would be conditioned to include the OCFA-approved features to ensure potential risks regarding geometric design features or incompatible uses are minimized; refer to Section 2.6, Agreements, Permits, and Approvals. Thus, impacts related to hazards due to geometric design features or incompatible uses would be less than significant.



Mitigation Measures: No mitigation measures are required.

d) Result in inadequate emergency access?

Less Than Significant Impact. Refer to Response 4.9(f). As detailed in Response 4.17(c), the project site would be accessed via a proposed access driveway from Fairmont Boulevard. The private access driveway would include a driveway turnaround area to ensure proper emergency access and would be constructed to meet OCFA's driveway design and fire safety standards; refer to Section 2.6. Construction of the new private access road would be subject to the review and approval for compliance with applicable fire access and safety standards. It is acknowledged that the project is located in a very high fire hazard severity zone within local responsibility area.¹ As such, the project would be required to be designed in accordance to OCFA's standards and a fuel modification plan approval is required prior to issuance of grading permits to mitigate potential emergency involving wildfire (Mitigation Measure WF-1); refer to Section 4.20, Wildfire. OCFA's required safety features include a new on-site fire hydrant and a fire truck turnaround area at the end of the access driveway to ensure adequate emergency access on-site; refer to Exhibit 2-3. Thus, project development would not result in inadequate emergency access. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

¹ California Department of Forestry and Fire Protection, *Very High Fire Hazard Severity Zones in LRA: Yorba Linda*, July 2011.



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4.18 TRIBAL CULTURAL RESOURCES

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

Signed into law in 2004, California Government Code 65352 [Senate Bill (SB) 18] requires that cities and counties notify and consult with California Native American tribes about proposed local land use planning decisions for the purpose of protecting traditional tribal cultural sites. Cities and counties must provide general plan and specific plan amendment proposals to tribes that have been identified by the Native American Heritage Commission (NAHC) as having traditional lands located within the lead agency's boundaries. If requested by the tribes, the lead agency must also conduct consultations with the tribes prior to adopting or amending their general and specific plans.

As of July 1, 2015, California Assembly Bill 52 (AB 52) was enacted and expanded CEQA by establishing a formal consultation process for California tribes within the CEQA process. The bill specifies that any project may affect or cause a substantial adverse change in the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." Section 21074 of AB 52 also defines a new category of resources under CEQA called "tribal cultural resources." Tribal cultural resources are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is either listed on or eligible for the California Register of Historical Resources (CRHR) or a local historic register, or if the lead agency chooses to treat the resource as a tribal cultural resource.

On February 19, 2016, the California Natural Resources Agency proposed to adopt and amend regulations as part of AB 52 implementing Title 14, Division 6, Chapter 3 of the California Code of Regulations, CEQA Guidelines, to include consideration of impacts to tribal cultural resources pursuant to Government Code Section 11346.6. On September 27, 2016, the California Office of Administrative Law approved the amendments to Appendix G of the CEQA Guidelines, and these amendments are addressed within this environmental document.

- a) ***Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).***



No Impact. No historic resources listed or eligible for listing in a State or local register of historic resources are located within the project site; refer to Appendix C. Thus, no impacts related to historic tribal cultural resources defined in Public Resources Code Section 5020.1(k) would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact with Mitigation Incorporated. In compliance with SB 18 and AB 52, the City distributed letters notifying each tribe that requested to be on the NAHC's list for the purpose of SB 18, or the City's list for the purpose of AB 52, of the opportunity to consult with the City regarding the proposed project. The letters were distributed by certified mail on October 26, 2020. The tribes had the maximum 90 days to respond to the City's request for consultation. The Gabrieleno Band of Mission Indians – Kizh Nation responded on November 4, 2020, stating that the project is within the tribe's ancestral tribal territory and requested consultation. No other tribes responded within the 90 days.

Members of the Gabrieleno Band of Mission Indians – Kizh Nation, and City staff consulted on February 5, 2021. During the consultation, the Gabrieleno Band of Mission Indians – Kizh Nation provided confidential information relevant to tribal cultural resources that may exist within the project area, and identified concerns that the project may affect such resources during ground disturbing activities. Thus, the project site was identified as sensitive to possible unknown tribal cultural resources. As proposed earthwork for the project would involve approximately 180,983 cubic yards of cut and 184,930 cubic yards of fill, project construction has the potential to uncover previously undiscovered tribal cultural resources. Based on feedback provided by the Gabrieleno Band of Mission Indians – Kizh Nation, the City developed Mitigation Measure TCR-1 to minimize potential impacts to unknown tribal cultural resources. Prior to the commencement of any ground disturbing activity at the project site, the project Applicant would be required to retain a Native American Monitor, approved by the Gabrieleno Band of Mission Indians – Kizh Nation, for monitoring during ground-disturbing activities. Should potential tribal cultural resources be uncovered, the contractor would be required to cease work within 100 feet of the find and the Native American Monitor would be required to assess the find. If the resources are Native American in origin, the Gabrieleno Band of Mission Indians – Kizh Nation shall retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural, and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the project site, all ground disturbance shall immediately cease, and the county coroner would be required to be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. With implementation of this mitigation measure, impacts to tribal cultural resources would be reduced to less than significant levels.

Mitigation Measures:

- TCR-1 Prior to the commencement of any ground disturbing activity at the project site, the project Applicant shall retain a Native American Monitor approved by the Gabrieleno Band of Mission Indians – Kizh Nation, the tribe that consulted on this project pursuant to Assembly Bill 52 (the "Tribe" or the "Consulting Tribe"). A copy of the executed contract shall be submitted to the City of Yorba Linda Community Development Department prior to the issuance of any permit necessary to commence a ground-disturbing activity. The Tribal Monitor shall only be present on-site during the construction phases that involve ground-disturbing activities. Ground disturbing activities are defined by the Tribe as activities that may include, but are not limited to, pavement removal, potholing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor shall complete daily monitoring logs



that provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when all ground-disturbing activities on the project site are completed, or when the Tribal Representatives and Tribal Monitor have indicated that all upcoming ground-disturbing activities at the project site have little to no potential for impacting Tribal Cultural Resources. In the event that potential tribal cultural resources are discovered during project construction, construction activities shall cease in the immediate vicinity of the find (not less than the surrounding 100 feet) until the find can be assessed. All tribal cultural resources unearthed by project activities shall be evaluated by the Tribal Monitor, approved by the Consulting Tribe, and a qualified archaeologist, if one is present. If the resources are Native American in origin, the Consulting Tribe shall retain it/them in the form and/or manner the Tribe deems appropriate, for educational, cultural, and/or historic purposes. If human remains and/or grave goods are discovered or recognized at the project site, all ground disturbance shall immediately cease, and the county coroner shall be notified per Public Resources Code Section 5097.98, and Health & Safety Code Section 7050.5. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2). Work may continue in other parts of the project site while evaluation and any required recovery activities take place. If a non-Native American resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.



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4.19 UTILITIES AND SERVICE SYSTEMS

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

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

Less Than Significant Impact.

Water

The project site is served by the Yorba Linda Water District (YLWD). The proposed project would construct private water lines on-site to connect to the existing YLWD 12-inch water line in Fairmont Boulevard. Per utility correspondence with the YLWD, the proposed project would not unreasonably interfere with the free and complete exercise of the existing easements on-site; refer to Appendix H, Utility Correspondence. Payment of standard YLWD water connection fees and ongoing user fees would ensure the project's impacts on existing water facilities are adequately offset. The proposed project would not induce substantial unplanned population growth; refer to Section 4.14, Population and Housing. Thus, project implementation is not anticipated to require construction of new or expanded water facilities. A less than significant impact would occur in this regard.

Wastewater

YLWD would provide sanitary sewer services to the project site. However, YLWD does not own or operate wastewater treatment facilities. As such, the project's effluent would be collected by YLWD sewer lines and then conveyed to the Orange County Sanitation District's (OCSD's) existing sewer lines for treatment.¹ The project proposes to construct a private sewer system on site that would connect to the existing YLWD 8-inch sewer line in Fairmont Boulevard. Wastewater generated at the project site would be treated at one of the following two treatment plants: OCSD Resource

¹ Yorba Linda Water District, *Sewer Service FAQs*, <https://ylwd.com/your-sewer-service/sewage-service-faqs>, accessed November 3, 2020.



Recovery Plant No. 1 located in Fountain Valley or OCSD Resource Recovery Plant No. 2 located in Huntington Beach. According to the YLWD *Urban Water Management Plan*, Resource Recovery Plant No. 1 has a capacity of 358,700 acre-feet per Year (AFY) and Resource Recovery Plant No. 2 has a capacity of 349,700 AFY². The combined wastewater generation rate for both facilities is 189 million gallons per day.³ As a single-family residential unit, the project is not anticipated to generate substantial sources of additional wastewater above existing conditions. Sufficient capacity would exist within OCSD's two treatment plants to accommodate wastewater generated by the proposed project. No new wastewater treatment facilities or expansion of existing facilities would be necessary.

In addition, the project would be required to pay YLWD standard wastewater connection fees and ongoing user fees, which would ensure the project's impacts on existing sewer facilities are adequately offset. Payment of these fees would fund the collection, treatment, and disposal of generated wastewater, and would offset the project's increase in demand for wastewater collection services. As such, it is not anticipated that project implementation would require construction of new wastewater facilities or expansion of existing facilities that would result in a significant environmental effect. Impacts would be less than significant in this regard.

Stormwater

Stormwater and non-stormwater runoff generated within City limits is transported through the municipal separate storm sewer system (MS4) and discharged to local waterways such as the Santa Ana River.⁴ The project proposes an on-site storm drain system to connect to the existing City storm drain system in Fairmont Boulevard (an existing 36-inch reinforced concrete pipe [RCP] storm drain). The project would result in an ultimate decrease in flows at Ravenswood Drive (by 13.42 cfs for the 100-year storm event) and an overall decrease in flows discharging to Fairmont Boulevard (a cumulative reduction of 1.75 cfs for the 100-year storm event); refer to Section 4.10, *Hydrology and Water Quality* and Appendix E, *Hydrology Study and WQMP*. The project's potential environmental effects for construction of the abovementioned stormwater drainage improvements are analyzed in this Initial Study. Construction of the storm drain improvements would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations, as well as the specific mitigation measures in this Initial Study. As such, impacts in this regard would be less than significant.

Dry Utilities

Sempra Utilities (SoCalGas) and Southern California Edison (SCE) would provide natural gas and electricity services to the site, respectively. Telecommunication services would be provided by AT&T and Charter Communications. The project may require construction of new private on-site dry utilities; however, payment of standard utility connection fees and ongoing user fees would ensure these utility services are able to accommodate the proposed development. Refer to Appendix H. Additionally, the project's potential environmental effects in this regard are analyzed throughout this Initial Study and would be subject to compliance with all applicable local, State, and Federal laws, ordinances, and regulations, as well as the specific mitigation measures throughout this Initial Study. As such, project impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

² Yorba Linda Water District, *2015 Urban Water Management District*, April 2016.

³ Orange County Sanitation District, *Annual Report 2019-2020*, <https://www.ocsd.com/Home/ShowDocument?id=30061>, accessed October 30, 2020.

⁴ City of Yorba Linda, *Storm Water*, <https://www.yorbalindaca.gov/301/Storm-Water>, accessed October 29, 2020.



- b) ***Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

Less Than Significant Impact. As noted above, YLWD would provide potable water supply services to the project site. Based on YLWD's 2015 *Urban Water Management Plan* (UWMP), Table 4.19-1, YLWD Total Water Demand Projections, details YLWD's anticipated total water demand projections from 2020 through 2040.

**Table 4.19-1
YLWD Total Water Demand Projections**

	2020	2025	2030	2035	2040
Potable and Raw Water Demand	14,131	15,168	15,273	15,282	15,290
Notes: Units are in acre-feet. (AFY)					
Source: Yorba Linda Water District, 2015 Urban Water Management Plan, April 2016.					

According to the UWMP, the YLWD relies on a combination of imported and local supplies to meet its water demands.⁵ YLWD's imported water sources include the State Water Project and Colorado River Aqueduct via Metropolitan Water District of Southern California. According to the UWMP, YLWD is able to meet projected demands during normal, dry, and multiple dry years through 2040; refer to Tables 4.19-2, Normal Year Supply and Demand Comparison, through 4.19-4, Multiple Dry Year Supply and Demand Comparison.

**Table 4.19-2
Normal Year Supply and Demand Comparison**

	2020	2025	2030	2035	2040
Supply Totals	19,946	21,410	21,558	21,570	21,582
Demand Totals	19,946	21,410	21,558	21,570	21,582
Difference	0	0	0	0	0
Notes: Units are in acre-feet. (AFY)					
Source: Yorba Linda Water District, 2015 Urban Water Management Plan, April 2016.					

**Table 4.19-3
Single Dry Year Supply and Demand Comparison**

	2020	2025	2030	2035	2040
Supply Totals	21,143	22,695	22,851	22,864	22,877
Demand Totals	21,143	22,695	22,851	22,864	22,877
Difference	0	0	0	0	0
Notes: Units are in acre-feet. (AFY)					
Source: Yorba Linda Water District, 2015 Urban Water Management Plan, April 2016.					

⁵ Yorba Linda Water District, 2015 *Urban Water Management District*, April 2016.



Table 4.19-4
Multiple Dry Year Supply and Demand Comparison

		2020	2025	2030	2035	2040
First Year	Supply Totals	21,143	22,695	22,851	22,864	22,877
	Demand Totals	21,143	22,695	22,851	22,864	22,877
	Difference	0	0	0	0	0
Second Year	Supply Totals	21,143	22,695	22,851	22,864	22,877
	Demand Totals	21,143	22,695	22,851	22,864	22,877
	Difference	0	0	0	0	0
Third Year	Supply Totals	21,143	22,695	22,851	22,864	22,877
	Demand Totals	21,143	22,695	22,851	22,864	22,877
	Difference	0	0	0	0	0
Notes: Units are in acre-feet. (AFY)						
Source: Yorba Linda Water District, 2015 Urban Water Management Plan, April 2016.						

In conclusion, the UWMP states that YLWD is able to meet the demands of its customers with significant reserves held by metropolitan, local groundwater supplies, and conservation in normal, single, and multiple-dry years between 2020-2040. The calculations of the YLWD's supply and demands for potable water incorporates a projected 6 percent increase in overall demand, using their 2012-2014 demand calculations their driest base years. As a single-family residence, the project's water demand is anticipated to fall well within the margins of this 6 percent increase. The project would also be required to comply with water efficiency standards in the 2019 California Building Energy Efficiency Standards and 2019 California Green Building Standards Code. Thus, project implementation would result in a less than significant impact in this regard.

Mitigation Measures: No mitigation measures are required.

- c) ***Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

Less Than Significant Impact. Refer to Response 4.19(a).

Mitigation Measures: No mitigation measures are required.

- d) ***Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

Less Than Significant Impact. Republic Services provides residential waste collection for the City, including the project site. In 2019, a total of 65,819 tons of solid waste generated in the City were disposed of in 12 landfills, with the majority being disposed of at the Olinda Alpha Landfill in Brea; refer to Table 4.19-5, Landfills Serving the City.⁶

⁶ California Department of Resources Recycling and Recovery, *Jurisdiction Disposal By Facility, Disposal During 2018 for Yorba Linda*, <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility>, accessed October 26, 2020.



**Table 4.19-5
Landfills Serving the City**

Landfill/Location	Maximum Daily Throughput (tons per day)	Remaining Capacity (cubic yards)	Anticipated Closure Date
Antelope Valley Public Landfill 1200 W. City Ranch Road, Palmdale, CA 93551	5,548	17,911,225	4/1/2044
Azusa Land Reclamation 1211 West Gladstone Street, Azusa, CA 91702	8,000	51,512,201	01/01/2045
Badlands Sanitary Landfill 31125 Ironwood Avenue Moreno Valley, CA 92555	4,800	15,748,799	1/1/2022
Chiquita Canyon Sanitary Landfill 29201 Henry Mayo Drive, Castaic, CA 91384	12,000	60,408,000	1/1/2047
El Sobrante Landfill 10910 Dawson Canyon Road, Corona, CA 91719	16,054	143,977,170	01/01/2051
Frank R. Bowerman Sanitary LF 11002 Bee Canyon Access Road, Irvine, CA 92618	11,500	205,000,000	12/31/2053
Lancaster Landfill and Recycling Center 600 East Avenue 'F', Lancaster, CA 93535	5,100	14,514,648	3/1/2044
Mid-Valley Sanitary Landfill 2390 N. Alder Avenue, Rialto, CA 92377	7,500	61,219,377	4/1/2045
Olinda Alpha Sanitary Landfill 1942 North Valencia Avenue, Brea, CA 92823	8,000	34,200,000	12/31/2021
Prima Deshecha Landfill 32250 Avenida La Pata, San Juan Capistrano, CA 92675	4,000	134,300,000	12/31/2102
San Timoteo Sanitary Landfill San Timoteo Canyon Road, Redlands, CA 92373	2,000	12,360,396	1/1/2039
Simi Valley Landfill & Recycling Center 2801 Madera Road, Simi Valley, CA 93065	64,750	82,954,873	3/31/2063
Source: California Department of Resources Recycling and Recovery, <i>SWIS Facility/Site Search</i> , https://www2.calrecycle.ca.gov/SWFacilities/Directory , accessed October 26, 2020.			

Construction

Project construction is not anticipated to generate significant quantities of solid waste with the potential to affect the capacity of regional landfills. All construction activities would be subject to conformance with relevant Federal, State, and local requirements related to solid waste disposal. Specifically, the project would be required to demonstrate compliance with the California Integrated Waste Management Act of 1989 (AB 939), which requires all California cities “reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible.” AB 939 requires that at least 50 percent of waste produced is recycled, reduced, or composted. The project would also be required to demonstrate compliance with the 2019 Green Building Code, which includes design and construction measures that act to reduce construction-related waste through material conservation and other construction-related efficiency measures. Compliance with these programs would ensure the project’s construction-related solid waste impacts would be less than significant.



Operations

Based on CalRecycle solid waste generation rates, the project would generate 12.23 pounds per day of solid waste, or approximately 0.01 tons per day.⁷ This represents a negligible contribution to the daily permitted throughput capacities identified in Table 4.19-5. As such, the project is not anticipated to generate solid waste in excess of State or local standards, in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation measures are required.

- e) ***Comply with Federal, State, and local management and reduction statutes and regulations related to solid waste?***

Less Than Significant Impact. Refer to Response 4.19(d). The proposed project would comply with all Federal, State, and local statutes and regulations related to solid waste, including AB 939. Specifically, the project would be required to recycled, reduced, or composted at least 50 percent of construction and demolition debris. Compliance with existing laws and regulations would ensure project's impacts related to solid waste are reduced to less than significant levels.

Mitigation Measures: No mitigation measures are required.

⁷ California Department of Resources Recycling and Recovery, *Estimated Solid Waste Generation Rates*, <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>, accessed October 26, 2020.



4.20 WILDFIRE

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

a) ***Substantially impair an adopted emergency response plan or emergency evacuation plan?***

Less Than Significant Impact. According to the California Department of Forestry and Fire Protection's *Very High Fire Hazard Severity Zones in LRA Map* for Yorba Linda, the project site is located in a very high fire hazard severity zone within the City's local responsibility area.¹

Refer to Response 4.9(f). According to the General Plan, the Yorba Linda Emergency Response Plan addresses the City's planned response to extraordinary emergency situations associated with natural disasters, among other things. The Emergency Response Plan focuses on potentially large-scale disasters which can generate unique situations requiring unusual responses. Specifically, this includes emergencies which threaten life and property, and potentially impact the well-being of large numbers of people. Further, the City's Emergency Management Division was established to strengthen the City's ability to prepare for, mitigate against, respond to, and recover from any disaster.² The division manages all emergency preparedness efforts for the City.

The proposed project would not cause any permanent alterations to vehicular circulation routes and/or patterns or obstruct public access or travel in the project area during an emergency. The proposed residence would be accessed via a private driveway from Fairmont Boulevard. All construction staging would occur within the boundaries of the project site and would not interfere with circulation along Fairmont Boulevard or any other nearby roadways. The project would also be subject to all applicable regulations, including Municipal Code Chapter 2.32, *Emergency Organizations and Functions*, which provides for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency; the direction of the emergency organization; and the coordination of the emergency functions of the city with all other public agencies, corporations, organizations and affected private persons. Further, the project is not located on any evacuation routes identified by the City of Yorba Linda and the Orange County Fire Authority (OCFA).³ Therefore, the proposed project would not be expected to

¹ California Department of Forestry and Fire Protection, *Very High Fire Hazard Severity Zones in LRA: Yorba Linda*, July 2011.

² City of Yorba Linda, *Emergency Management*, <https://www.yorbalindaca.gov/161/Emergency-Management>, accessed November 3, 2020.

³ Orange County Fire Authority, *Evacuation Route Map*, <https://www.yorbalindaca.gov/DocumentCenter/View/134/Evacuation-Routes-PDF?bidId=>, June 18, 2013.



interfere with any adopted emergency response plan or emergency evacuation plan. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation measures are required.

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

Less Than Significant Impact With Mitigation Incorporated. According to the General Plan, the City of Yorba Linda is subject to wildfire due to the steep terrain, highly flammable vegetation of adjacent Chino Hills and the high winds (Santa Ana winds) that correspond with seasonal dry periods. Major fires have threatened the City in the past. High wildfire hazard areas include the northern and eastern portions of the City. Most recently, the Blue Ridge Fire burned at least 14,334 acres and damaged ten homes in Yorba Linda in October 2020. The project site and surrounding areas were issued a voluntary evacuation warning during the incident.

Development of the proposed project would result in grading of a portion of the hillside at the project site and construction of one residential estate. Given the very high risk of wildfires at and within the project area, early consultation with the Orange County Fire Authority (OCFA) occurred in June 2020 and, as a result, certain project features have been proposed to reduce risk associated with wildfires. As discussed in Section 2.4, Project Characteristics, the project would be designed to include the following:

- Install appropriate turnarounds/hammerheads for on-site access;
- Cul-de-sac must have a minimum turning radius of 40 feet with no parking allowed for on-site emergency access;
- A new on-site fire hydrant;
- All proposed water lines must meet all OCFA fire flow requirements;
- An on-site fire sprinkler system throughout the on-site structure; and
- All proposed landscaping would be subject to fuel modification requirements.

The proposed project features would be required to comply with the standards set forth in Orange County Fire Authority's (OCFA's) *Guideline B-09 (Fire Master Plans for Commercial & Residential Development)* or provide alternative means and methods to minimize wildland fire hazard risks. These project features would also be subject to review and approval by the OCFA to ensure that emergency vehicles may respond quickly to potential occurrences of wildfire. It is acknowledged that the project site is mostly dominated with native and non-native vegetation that is susceptible to seasonal burn. Currently, some portions of the project site undergo regular fuel/vegetation management for the purpose of reducing potential fuels near existing residents. Notwithstanding, the proposed grading and fuel modification, proposed fire access to the on-site hillsides, installation of a new fire hydrant, and increased fire flow availability at the project site would substantially increase the defensibility of this space during a wildfire event.

Further, the project would be required to implement Mitigation Measure WF-1, which would require a Precise Fuel Modification Plan designed in accordance with the OCFA's *Guideline C-05 (Vegetation Management Guideline: Technical Design for New Constructing Fuel Modification Plans and Maintenance Program)* to be submitted to and approved by the City and OCFA prior to issuance of grading permits. According to Section 2, *Precise Fuel Modification Plans*, of the Guideline C-05, a Precise Fuel Modification Plan must include infrastructure of the fuel modification zone widths and program, land use restrictions, tract and property line information, approval of planting plans, final details of the project, and inspection information. According to Guideline C-05 (page 3), the fuel modification area is comprised of zones with specific design criteria. The standard fuel modification area is 170 feet in width, measures out horizontally



from the structure on the site. It is noted that many developments have interior slopes with Special Maintenance Areas (SMA). When a Special Maintenance Area (SMA) or Roadway Protection Zone (RPZ) is within 100 feet of a structure, the SMA or RPZ are be considered a defensible space area.

The project would require approvals from the OCFA prior to construction; refer to Section 2.6, *Agreements, Permits, and Approvals*, for a list of discretionary approvals required. Implementation of these proposed fire safety measures and Mitigation Measure WF-1 would ensure people and structures associated with the one new residence are not exposed to significant risk of loss, injury, or death involving wildland fires and reduce impacts in this regard to less than significant levels.

Mitigation Measures:

WF-1 Prior to issuance of grading permits, the project Applicant shall retain a licensed landscape architect to prepare a Precise Fuel Modification Plan to be submitted to and approved by the City of Yorba Linda and Orange County Fire Authority (OCFA). The Precise Fuel Modification Plan shall be designed in accordance with the OCFA's *Guideline C-05 (Vegetation Management Guideline: Technical Design for New Constructing Fuel Modification Plans and Maintenance Program)* (Guideline C-05) and implemented prior to and during project construction and operation. The Precise Fuel Modification Plan shall include all required criteria, including but not limited to infrastructure of the zone width and program, land use restrictions, and property line information (refer to Guideline C-05 Section 1, *Conceptual Fuel Modification Plans*). The Precise Fuel Modification Plan shall also include approval of planting plans, final details of the project, inspection information, as well as other criteria outlined in Guideline C-05 Section 2, *Precise Fuel Modification Plans*.

- c) ***Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

Less Than Significant Impact With Mitigation Incorporated. Refer to Response 4.20(b).

Mitigation Measures: Refer to Mitigation Measure WF-1.

- d) ***Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

Less Than Significant Impact With Mitigation Incorporated. As discussed in Response 4.20(b), implementation of the proposed fire safety measures and Mitigation Measure WF-1 would ensure people and structures are not exposed to significant risk of loss, injury, or death involving wildland fires and reduce impacts in this regard to less than significant levels. Refer to Responses 4.10(c)(1) and 4.10(c)(2) for discussions on impacts related to drainage, runoff, and flooding; and Responses 4.7(a)(3) and 4.7(a)(4) for discussions on on-site slope stability and potential risks related to landslide.

Mitigation Measures: Refer to Mitigation Measure WF-1.



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4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

- a) ***Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less Than Significant Impact With Mitigation Incorporated. As concluded in Section 4.4, Biological Resources, the project would not impact special status wildlife species and sensitive natural communities. However, the project has the potential to impact jurisdictional waters as a result grading activities, and on-site vegetation has the potential to support native nesting birds protected under the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code. Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce such impacts to less than significant levels. Additionally, as indicated in Section 4.5, Cultural Resources, Section 4.7, Geology and Soils, and Section 4.18, Tribal Cultural Resources, implementation of Mitigation Measures CUL-1, GEO-1, and TCR-1 would reduce the project’s potential environmental impact to previously undiscovered cultural, paleontological, or tribal cultural resources, respectively. Therefore, the proposed project would not potentially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts in this regard would be less than significant with mitigation incorporated.

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

Less Than Significant Impact With Mitigation Incorporated. A significant impact may occur if a proposed project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately, but



would be significant when viewed together. As concluded in Sections 4.1 through 4.20, the proposed project would not result in any significant and unavoidable impacts in any environmental categories with implementation of existing regulatory requirements and/or project-specific mitigation measures. Implementation of mitigation measures at the project-level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects. Thus, impacts in this regard would be less than significant with mitigation incorporated.

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

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study reviewed the proposed project's potential impacts related to aesthetics, air quality, noise, hazards and hazardous materials, transportation, wildfire, and other issues. As concluded in these previous discussions, the proposed project would not have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly, following conformance with the existing regulatory framework and mitigation measures. Further, as a residential development, project features would be designed to meet the needs of humans and are not anticipated to result in direct or indirect adverse effects. Impacts would be less than significant upon implementation of mitigation measures detailed in this Initial Study.



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4.23 REPORT PREPARATION PERSONNEL

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5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City of Yorba Linda prepare a mitigated negative declaration for the Yorba Linda Hill – Hoff. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for the City of Yorba Linda's determination (see Section 6.0, Lead Agency Determination).

March 23, 2021

Date

A handwritten signature in black ink, reading "Kristen Bogue", is written over a horizontal line.

Kristen Bogue, Project Manager
Michael Baker International



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6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐

I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

☐

Signature: Nate Farnsworth

Title: Planning Manager

Printed Name: Nate Farnsworth

Agency: City of Yorba Linda

Date: March 23, 2021



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